

WAR BIRD — This "little yellow airplane," a relic of World War II, is similar to many used by Civil Air Patrol for civilian defense operations during the war. It was donated in 1971 to the Air Force Museum, Wright-Patterson AFB, Ohio. Now restored by museum personnel, the aircraft is on permanent display there as part of a Civil Air Patrol exhibit. The CAP emblem on the side of the fuselage is the type which was used in the early days of World War II and also appears on both wing surfaces. As was customary at that time, the plane's serial number — the "NC number" — also appears on both wing surfaces in large numerals. The words "Civil Air Patrol" were later added in a curve above the emblem and the letters "U.S." below it so that, if CAP crew members on Coastal Patrol were captured by the enemy, they could not be executed as spies. More data about this plane appears on Page 2.



CIVIL AIR PATROL



NEWS



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MAXWELL AFB, ALA. 36112

OCTOBER 1978



NEW PAINT — Lt. Col. Joseph V. Lill, commander of Florida Wing's Group 4, right, thanks Warren A. Wilson Jr., president of Spadco, Inc., an official FAA service and repair station at the Saint Petersburg International Airport, who repainted a group Cessna 172 in the new CAP color scheme.

Stray Shot Hits Pilot

By 2ND LT. CHARLES E. WASHBURN
Minnesota Wing
Headquarters

WASECA, Minn. — A shot fired from the ground wounded a Civil Air Patrol pilot as he accompanied a cadet on a flight from the Waseca airport Aug. 9.

Maj. Jim Bates, airport manager and a pilot for Northwest Airlines, was wounded in the upper right chest. Cadet Curt Hildebrandt, South Saint Paul Comp. Sq., who was on a final preparation flight before soloing was not injured.

Bates was serving as a flight instructor for a week-long CAP solo encampment held at the Waseca airport. Col. John T. Johnson, encampment commander, said the plane was ap-

proximately 150 feet above the ground and about one-half mile from the airport, making its final approach, when the shooting occurred.

Hildebrandt was at the controls, but Bates took over and landed the aircraft. The bullet entered the right door and came out just above the wingroot. Johnson said the plane came down very fast and swerved off into the grass, causing the ground crew to think the plane had malfunctioned.

Bates then jumped from the plane and said he had been shot. CAP personnel with medical training took him first to the Waseca Area Memorial Hospital. He was later transferred to St. Joseph's Hospital in Mankato where he underwent surgery for the bullet wound.

The Waseca County Sheriff's Department, the Waseca Police and the Minnesota State Patrol joined in investigating the shooting. Looking for clues, of-

ficers investigated fields and roads in the area of the incident. State police also made aerial searches in a light aircraft, accompanied by Hildebrandt who helped identify the area.

An 11-year-old boy later admitted firing the shot. He told police he was firing a .22 caliber rifle at something in a tree and did not know he had struck the plane or pilot.

Cadet Tries For Youngest Pilot Record

POMPANO BEACH, Fla. — Cadet Mike Sands of the Pompano Beach Cadet Sq. (Florida Wing) recently became what may be the youngest pilot to get a private pilot's license.

Licenses aren't given to people under 17 years. To date the youngest got his license at 9 a.m. on his 17th birthday. Sands was in his Cessna at 8:30 a.m. on his birthday to get the record and be entered into the Guinness Book of Records.

When he was looking through the Guinness, Sands saw the previous record and felt he could beat it. So he got up early and got out to Pompano Aviation where he takes flying lessons.

Sands lives in Coral Springs, Fla.

Casaday Reelected In Phoenix

BULLETIN

PHOENIX, Ariz. — Brig. Gen. Thomas C. Casaday was reelected National Commander of Civil Air Patrol at the annual meeting here Sept. 8 of the National Board.

At the same meeting, Col. Johnnie Boyd, commander of the Southwest Region, was elected National Vice Commander, succeeding Col. Oscar K. Jolley.

More information about Col. Boyd, plus news and photos of the National Board meeting will be published in the November issue of Civil Air Patrol News.

Dog Team Makes Save

MAXWELL AFB, Ala. — Civil Air Patrol's Idaho Wing recorded the organization's 41st save Aug. 12 when members of the Moscow Comp. Sq. used a dog team to find a missing 27-year-old man.

The two-day search effort was launched when the Latah County sheriff asked CAP for assistance. The man was located and taken to a local hospital.

According to information that was recently verified, the Hawaii Wing was given credit for saving the lives of four persons involved in a boating accident in June.

The life-saving mission was in-

itiated when a woman called the Hawaii CAP and said her husband was overdue from a boating trip. Within 30 minutes after receiving the call, Col. Robert Hites, Lyman Field Comp. Sq., was airborne.

The search was called off at dusk. As the CAP aircraft was returning to base, Hites noticed a blinking light that turned out to be the missing boat, which had overturned. Four people were holding on to it.

He circled the area until a civilian helicopter arrived to pick up the survivors.

Crash Kills Former Member

ST. THOMAS, Virgin Islands — A former member of Civil Air Patrol, Air Force Brig. Gen. (Ret.) Charles Blair, was killed recently when a plane with 11 persons on board crashed in the ocean near here.

Blair was piloting the plane which belonged to Antilles Air

Boats, a charter line which he owned. He was the husband of former actress Maureen O'Hara.

As a member of Civil Air Patrol, the retired general established the Virgin Islands Comp. Sq., the first CAP unit in the islands.

NSC Students Receive Award

MAXWELL AFB, Ala. — Four students at the recently concluded National Staff College completed requirements while at the college for the Grover Loening Aerospace Award.

The four were: Maj. Billie Brackeen, Alabama Wing communications staff officer; Capt. Max Cannon, Gadsden (Ala.) Comp. Sq. commander; 1st Lt. Elsie F. Hasty, Brandon (Fla.) Cadet Sq. commander; and 1st Lt. Betty E. Samuels, West Virginia Wing information officer.

The awards were presented to the four at the college.

Capt. Brackeen, in his role as an Air Force Reserve master sergeant, coordinated the transportation for the college.

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SPAATZ AWARD — P.S. DuPont, governor of Delaware, presents the Gen. Carl A. Spaatz Award to Cadet Patrick B. Houghton, right, of the Brandywine Cadet Sq. (Delaware Wing).

DuPont Presents Award

By Maj. Jack Zimmerman
Delaware Wing

WILMINGTON, Del. — Cadet Patrick B. Houghton of the Brandywine Cadet Sq. (Delaware Wing) received the Civil Air Patrol's highest honor, the coveted Gen. Carl A. Spaatz Award at graduation exercises following the annual wing encampment at Dover AFB, Del., June 6.

The presentation was made by P.S. DuPont IV, governor of Delaware.

Houghton joined the CAP in 1972 and progressed rapidly through the ranks to become cadet squadron commander this year. During this period he attended the Air Force Academy Survival School, Air Training Command courses and the Middle East Region Cadet Officers

School. He is a qualified search and rescue team leader. He went to Germany in 1977 under the IACE program and in 1978 he was cadet escort for Israeli IACE cadets visiting Washington, D.C.

He soloed in a CAP aircraft during the 1977 encampment and obtained a private pilot rating in February 1978.

Houghton graduated from Mount Pleasant High School in June 1978, having been a National Honor Society and National Merit Scholarship finalist. He plans to enter the Massachusetts Institute of Technology (M.I.T.) this fall as a candidate for an engineering degree.

He holds scholarships from M.I.T., the Mount Pleasant Education Association and a \$750 grant from CAP.

In addition to Latin, he also reads and writes Russian.

Unit Coordinates County Exercise

THOMASVILLE, N.C. — Members of the High Point-Thomasville Comp. Sq. (North Carolina Wing) coordinated a major disaster exercise involving 241 people on the shores of Lake Thom-A-Lex.

The disaster was the mock crash of two planes carrying 31 passengers on an inaccessible portion of the lake shore. Davidson County agencies had 210 personnel from rescue units,

hospitals, fire departments and law enforcement agencies on hand for training. A total of 15 organizations took part.

This was a no notice exercise that began when the Civil Air Patrol received a report of a suspected mid-air collision. Only a few coordinators know of the

Wing Dedicates Repeater To Memory Of Lost Flyer

PAYSON, Ariz. — Harold Konantz, flying an aircraft belonging to his company, flew into an unexpected heavy storm and was killed when he crashed on a peak of the Mazatal Mountains west of this central Arizona town in March 1977.

Last July a Civil Air Patrol repeater antenna on Greens Peak in northeast Arizona was dedicated to his memory. It was built with funds contributed by his family and employer.

Due to a wrong description of the aircraft, Konantz's plane was not found for eight days. It had actually been spotted before by Capt. John Tylor of Phoenix who, when he saw an identical aircraft in Phoenix, recognized it as Konantz's.

Master of ceremonies for the memorial dedication ceremony was Lt. Col. Weldon M. Dube, deputy chief staff for Communications for the Southwest Region. He introduced the members of the Konantz family and his employer. His widow, Gwenn Konantz, lives in Franklin, N.C. The employer, Bud Sommers, is from Tulsa, Okla. Other family members came from New Orleans, La., Cullowhee, N.C., and Leesburg, Fla.

The son, Ron Konantz, made a short expression of gratitude on behalf of the family toward the efforts of the Civil Air Patrol toward finding his father's aircraft.

A memorial service was conducted by Chaplain (Maj.) Don Bunnell of the Casa Grande Comp. Sq. Afterward Col. Tom May, Arizona Wing commander,

gave a replica of the plaque at the base of the repeater to Gwenn Konantz.

The family and employer made the large donation to the Civil Air Patrol's Arizona Wing in appreciation of brave and dedicated people who gave of themselves to find him, said 2nd Lt. Dorothy M. Bennett, information officer of the Payson Comp. Sq. "They saw how necessary and how difficult

it was to maintain proper communications."

The base of the repeater is at an elevation of 10,823 feet on Greens Peak which overlooks New Mexico. The tip of the antenna is 125 feet above the base. After Gwenn Konantz triggered the repeater, setting it into action, radio contact was made with Santa Fe, N.M. with a handy-talkie.

Lt. Col. Creighton Dies

YPSILANTI, Mich. — Lt. Col. Alan R. Creighton, winner of the Brewer Award in the Senior Member category, presented at the recent National Board meeting in Phoenix, Ariz., died unexpectedly at his home on Sept. 22. He is survived by a daughter.

Col. Creighton, who was unable to attend the Phoenix meeting, had been commander of Detroit Metropolitan Group 16, Michigan Wing.



HIGH AWARD — Cadet Kenneth Devall, Mid-Florida Cadet Sq., right, receives the Gen. Carl A. Spaatz Award from Maj. Gen. Reuben C. Hood (USAF, Ret.).

Devall Earns Spaatz Award

By CAPT. VIRGINIA INGLE
Mid-Florida Cadet Sq.

MOUNT DORA, Fla. — Maj. Gen. Reuben C. Hood (USAF, Ret.) presented Cadet Kenneth Devall of the Mid-Florida Cadet Sq. with the Gen. Carl A. Spaatz Award at a colorful ceremony at an awards banquet held at St. Phillip's Lutheran Church Aug. 27.

Devall is the son of the Reverend and Mrs. Preston Devall of Brooksville, Fla. He was graduated from Leesburg High School in Leesburg, Fla., in 1975. There he was a member of the campus ROTC unit. Presently he is a senior at Florida State University at Tallahassee and is on the Dean's List.

After graduation he hopes to enter the Air Force.

Museum Restores CAP Aircraft To Wartime Colors

WRIGHT-PATTERSON AFB, Ohio — The L-4 liaison aircraft, originally designated the O-59, was the military version of the famous Piper J3 "Cub." The Army ordered the first O-59s in 1941 for tests in conjunction with its growing interest in the use of light aircraft for liaison and observation duties in direct support of ground forces. Between 1941 and 1945, the Army procured almost 6,000 Piper aircraft.

During World War II, "Grasshoppers" performed a variety of functions throughout the world for artillery fire direc-

tion, pilot training, glider pilot instruction, courier service, and front-line liaison. Members of Civil Air Patrol flew thousands of hours in light planes such as the L-4 searching for enemy submarines in U.S. coastal waters.

The aircraft on display at the Air Force Museum (see photo, Page 1) was donated to the museum in 1971 by the Greene County Comp. Sq. of Xenia, Ohio.

Specifications
Span 35 ft. 3 in.
Length 22 ft. 5 in.
Height 6 ft. 8 in.
Weight 1,200 lbs. maximum.

Armament none.
Engine Continental O-170 of 65 hp.
Performance
Maximum speed 85 mph.

Cruising speed 75 mph.
Range 190 miles.
Service ceiling 9,300 ft.
Cost \$2,600.



For the benefit of all members of Civil Air Patrol, the statistics for 1978 for search and rescue activities throughout the organization are shown below.

These are unofficial figures, compiled by the Directorate of Operations at CAP National Headquarters.

As of Sept. 3, 1978	
Number of Missions	576
Number of Aircraft	2,207
Number of Sorties	7,650
Flying Hours	17,210.9
Personnel	22,315
Saves	43
Finds	331

Correction

In the September Civil Air Patrol News in the article on the Illinois Flight Encampment Cadet James C. Seabert of the Prairie View Sq. (Illinois Wing) was incorrectly identified in the photos appearing on pages 1 and 5 as Jeffrey Seabert.

Uniform Discrepancies

A Note From The Editor.

Five members have called our attention to the uniform errors in the front-page photograph of the CAP participants in the Hughes Air Race Classic in the August issue of this paper. People frequently point out such errors to us, their point being that this is a poor example for cadets.

The photo was news and was printed solely for that reason. We think the accomplishment is noteworthy and merits recognition, regardless of the mishap of putting the nameplate and CAP breast badge on the wrong side. We are sure many other members, in a hurry, have sometimes made the same mistake.

When we publish photographs, we are concerned with the details of uniform wear. However, the news value of the photograph itself is the prime factor.

Please do not cite photographs in Civil Air Patrol News as examples of uniform wear — proper or improper. It is not a uniform manual, but a newspaper.

However, we do try to avoid such errors as far as possible. So, thanks for reminding us. It keeps us on our toes.

— The Editor.

Search Finds Pilot Safe In Motel

PITTSBURGH, Pa. — A Civil Air Patrol search for the pilot and three passengers of a missing aircraft found them alive and well in a New Jersey motel, with the aircraft safe at a nearby airport.

The search was initiated when the aircraft failed to arrive at its destination in Columbus, Ohio, said 1st Lt. Marilyn R. Lappe, information officer of the South Hills Comp. Sq. 613 (Pennsylvania Wing). According to the flight plan, the aircraft was to have left Islip, N.Y., at noon and

be in Columbus by 4 p.m. on a Friday in August.

The Pennsylvania Wing received the alert shortly before 7 a.m. the next day. Mission headquarters were set up at West Mifflin, Pa., under 1st Lt. Albert M. Kozusko, who was assisted by 1st Lt. Ernest Rapp. CAP units and pilots in New York, New Jersey and Ohio coordinated their efforts with the Pennsylvania Wing. Qualified ranger teams were put on stand-by for possible duty.

"The fact that the plane was

equipped with an emergency locator transmitter and there was no transmission caused concern," said Lappe. Air surveillance could not be started due to poor weather reports in the east and central parts of the state.

A midmorning report related that radio contact had been made by the tower at Shamokin, Pa., with a plane concerning a navigation problem. That report, together with the sighting of something in the mountains near Shamokin, gave CAP the only

clue to where the plane might have gone. These were later proven false.

The flying club that owned the plane and the pilot's flight instructor were contacted. "We now had a description of the plane and a better profile of the pilot and his experience. By computing the amount of fuel on the plane and the type of weather then and the terrain, we began to try and figure out what he might have done," Lappe said.

"In the late afternoon we found out that the pilot had a relative in

New Jersey. A check by the CAP search group there confirmed that there was a small airport in the vicinity. At long last the plane was found and a few minutes later mission headquarters was speaking to the pilot."

Encountering severe weather in the mountains of Pennsylvania, he had made the wise decision to turn back and head east again, Lappe related. "He was in a motel and unaware of the massive search in behalf of himself and his passengers."

The Microfiches Are Coming For ECI Catalogs

MAXWELL AFB, Ala. — The "micros" have really got the "macros" on the run! In almost every field, from automobiles to calculators, things are getting smaller. And along with many Air Force catalogs and other types of publications, the Extension Course Institute (ECI) Catalog has been computerized and put onto a little piece of plastic called "microfiche"

This change poses no real problem for Air Force personnel since viewers required to

magnify the microfiche are available on Air Force bases. Typically, however, CAP members are not so fortunate because, although progression through our Senior Training Program is tied closely to completion of certain ECI courses,

most CAP units do not own microfiche viewers.

And an ECI report tells us that many units have not been reviewing ECI materials — even when they were available in printed form. (Under our former agreement, ECI mailed requested numbers of ECI catalogs to CAP wings to further distributed to their units. Many wings could not afford the postage or the manpower required to pass these materials on.)

Most CAP units probably do not own a microfiche viewer since they are still quite expensive. But the Senior Training Directorate here at National Headquarters has taken steps to assure that all units will have at least minimal information required for participation in the ECI program.

The ECI microfiche will be distributed to each unit bi-monthly by CAP-USAF/DA. In addition, a printed course listing will be distributed periodically as required.

CAPM 50-17, Chapter 8, has been revised to provide enrollment information. This manual revision is being typeset and will be distributed in the near future.

Although these provisions will make available the basics of ECI enrollments, it will be up to the senior program officer to find a microfiche viewer in the community and get familiar enough with the program to assist and counsel CAP members who wish to enroll. This is particularly important because courses are available in addition to the PME courses which offer training in many CAP jobs, from safety (24150) to fundamentals of radio communications (3033).

Actually, microfiche viewers are more readily available than you may imagine. Your fixed base operator will have one, as will your library and many appliance service businesses. And most will be more than willing for CAP to make use of them.



GOVERNOR'S VISIT — Governor Jay Hammond of Alaska, right, talks with Civil Air Patrol's Alaska Wing commander, Col. Russell Anderson, left, and Maj. Gen. C.F. Necrason, state adjutant general. Hammond was presented a CAP Certificate of Recognition last month for his part in a rescue in December 1977. The governor was flying to Naknek, Alaska, for Christmas when he intercepted radio communications that indicated another plane was in trouble and had crashed on the shores of Lake Iliamna. He flew to the crash scene and picked up two injured persons and flew them to Iliamna, from which they were later flown to Anchorage for hospitalization. (Anchorage Times Photo)

Cadet Training Tests To Be Closed Book

MAXWELL AFB, Ala. — Effective Oct. 1, 1978, all testing in Phases I and II of the cadet program will be closed book with the introduction of the new "Your Aerospace World."

The old "Your Aerospace World" and associated tests may continue to be used until Jan. 1, 1981. The old open book tests will simply be used closed book. New Leadership Lab closed book tests are being prepared and should be distributed to the field for use on Oct. 1, 1978.

The new closed book passing scores to be entered on the new computerized contract form are:

Block A: Leadership Lab-72 per cent or higher.

Block C: Your Aerospace World-70 per cent or higher.

Block C: (For Contract 7 Only) Aerospace Education Test-85 per cent or higher.

S* AERO-ASTRO ANSWERS (71)

MISS SUPERSONIC SUE, WHY THAT JET GOT W.C. FIELDS' TYPE OF NOSE?

"OL' DROOP SNOOT," C-135 IS A MILITARY VERSION OF THE 707 AIRLINER!

WHEN AN APOLLO "MOONCRAFT" IS LAUNCHED THESE ARIA C-135'S--

CONRAD ARIA C-135

UNITED STATES OF AMERICA

CLIP FOR REFERENCE

THEY FLY UP AROUND 35,000 FT. AND THE BIG NOSES HOUSE DEVICES--

--ARE STATIONED AT SEVERAL FIELDS AROUND THE WORLD!

--THAT PICK UP DATA AND COMMUNICATIONS FROM THE APOLLO--

THIS INFO IS INSTANTLY RELAYED TO SHIPS, GROUND STATIONS AND MISSION CONTROL!

NEXT WHAT PLANE WITH A BUTTERFLY TAIL SET A NON-STOP RECORD FOR SINGLE ENGINE LIGHT PLANES IN 1949? ASKED BY THERESA REYNOLDS, ZIRCONIA, N.C.

ZACK MOSLEY

(Courtesy of Zack Mosely and Chicago Tribune-N.Y. News Syndicate)

Executive Director's Comments

The Inspector's Functions

By PAUL E. GARDNER
Brigadier General, USAF
Executive Director

As a commander, I am vitally interested in the success of our organization and the people who make it up. This concern should be true of our CAP commanders at any level from region to flight. Therefore, commanders should quickly "zero in" on those activities of an organization that are vital to the success of the mission and he / she should exude enthusiasm with a positive attitude, particularly concerning those areas. For instance, we want cadets to mature and become responsible adults; we want the public to know about aerospace advancements and what they mean to our way of life; and we want to find that crash victim



or lost hunter in time to save a life.

To assure these goals are met, the commander should also first determine the organization's strengths and identify its shortcomings. And it's important to understand the policy and "ground rules" under which the unit must operate, and stay in step with the overall effort of the organization. Our Civil Air Patrol has a number of rules and regulations which we believe, if followed, will give one the best opportunity for success. The commander has an inspector to help him in this, as one of the "management tools" necessary to insure something overlooked is identified and something deficient is corrected as soon as it is found.

In this role, the inspector performs two very important functions for the commander.

First, he acts as the "eyes and ears" of the commander by

visiting units to see if directives are understood and followed, and determining if the unit is truly measuring up to the goals set to achieve the mission. Each time the inspector finds that a directive is not being followed, the probability of success is that much less. For example, if there has been no SAR training during the required interval, that unit's chances of finding or rescuing a crash victim is vastly decreased; or, if we have not identified those pilots who should have completed the necessary flying requirements for cadet orientations, we may be letting our cadets fly with pilots who are less than fully qualified. And if we are not maintaining proper supply records, it may be necessary to cut off acquisition of DoD excess equipment. So, it is very important to determine whether or not directives are complied with.

Secondly, the inspector per-

forms a very important function by suggesting methods and techniques to help the unit staff member be successful. We know that our people are volunteers and some are not professionally trained in the areas for which we ask them to be responsible. Many times, the inspector can offer helpful ideas based on his own experience or knowledge, and he can also pass along methods that have worked in other units that have been visited. The inspector may even have samples of forms and letters other units have used in their programs. Although these documents may not exactly fit your particular situation, you may be able to use similar aids to improve your own program. This "sharing of knowledge" is one of the most important functions that the inspector can provide.

The "bottom line" is, when the inspector says: "We're here to help you," he really is!

Training Prepares For The Future

By MAJ. EDWARD
CRANKSHAW
California Wing

Where will you be in 1990? What will you be doing? Have you set a career goal? Are you preparing for it now? One very good career to consider is aerospace technology!

As we make more and more technological progress, you will be faced with many choices in the areas of education and employment. Every day there are narrower fields of specialization. You will have to decide

which way to go, and set your personal goals much earlier in life than your parents did.

The progress we're making now gives us a good idea of what we can expect to achieve in the future. Many of today's programs (and ideas proposed for future development) show that aerospace and related sciences are growing in importance. This continuing growth leads us to expect that there will be many new opportunities in all areas of the aerospace sciences.

- Fuels and powerplant engineering and development;
- Space medical technology;
- Environmental engineering and development;
- Electronics engineering and development;
- Space navigation and piloting;

Opportunities like these will be there when you're ready — but they'll be offered only to those who are qualified. Your education and skills training for those jobs should start today! Now is the time to start preparing.

During the mid and late 1980s, NASA expects to have a fleet of space shuttles transporting material, equipment and personnel into space. NASA calls the

space shuttle system the key to space exploration. The shuttle system should increase our capabilities tremendously.

Some of the benefits we expect to gain are:

- Easy placement and repair of a wide variety of satellites;
- Convenience in building complicated structures in space;
- Easy and less costly manufacturing of delicate products requiring zero gravity and vacuum;
- Expansion and improvement of our world-wide communications system;
- Better utilization and control of our environment and resources.

As we move on into the Space Age there will be more and more opportunities in both existing and newly developed technologies. You can prepare yourself to compete for those opportunities... through the Aerospace Education Program of the Civil Air Patrol.

As a CAP cadet, you will also add to your leadership and management skills... to increase your capabilities... to prepare you for a leadership role in the community and society.

Civil Air Patrol Cadet training will help you prepare to reach for and grasp the opportunities while those who are unprepared are still groping blindly for a way to go.

Letter To The Editor:

Seniors Here Care About Cadet Program

Editor, Civil Air Patrol News:

In the August issue of Civil Air Patrol News, you had an article entitled "Seniors Don't Care About Cadet Program?"

Well, it's a different story in the Metro-Anderson Comp. Sq. (South Carolina Wing). The seniors care very much about the Cadet Program and the cadets themselves.

I joined Civil Air Patrol in June of this year. Since then, I have been to two SAR-CAPs, one in June and one in July which our squadron organized. At both of these SAR-CAPs, the senior members tried their best to teach and help the cadets.


Just recently, our squadron had a course on the subject of radio communications. The seniors gave the course in which seniors and cadets participated.

Every week at our CAP meetings, the cadets are asked and encouraged to fly. The seniors fly cadets almost every Saturday or Sunday if possible. So far, I've flown three times.

In the past few months, I have learned a great deal, most of which I learned because the seniors take the time out to teach and help each and every cadet.

A lot of times you hear how the seniors don't care at all in some squadrons. Well, in the Metro-Anderson Comp. Sq. that sure isn't the problem.

Sincerely,
CADET JIM MARTIN
Anderson, S.C.
Aug. 10, 1978



CIVIL AIR PATROL NEWS

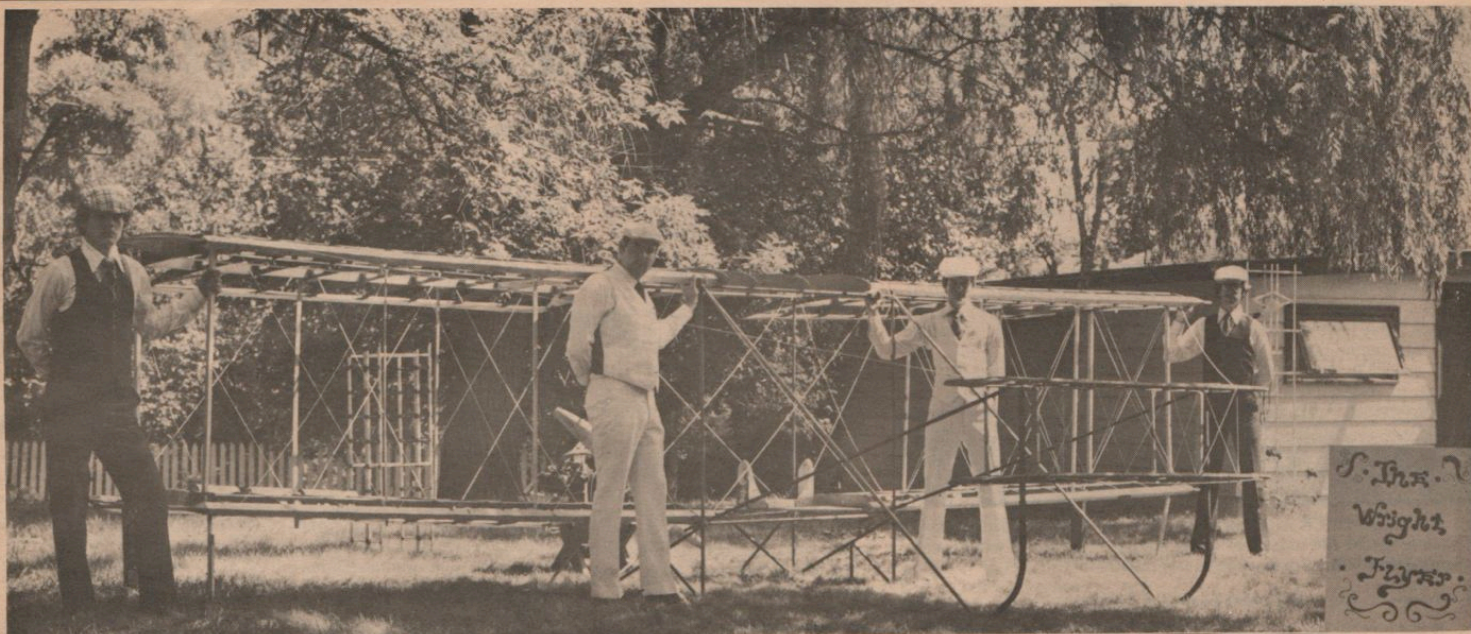
National Commander Brig. Gen. Thomas C. Casaday, CAP
 Executive Director Brig. Gen. Paul E. Gardner, USAF
 Director of Information Lt. Col. Herbert A. Babb, USAF
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This replica of the Wright Flyer is a five-eights scale to be flown at Kitty Hawk, N.C., by Cadet Al Denny, left, 1st Lt. Dennis Biela, Cadet Randy Dean and 1st Lt. Steve Snyder.

Cadet Squadron Of Distinction

How To Be The Very Best

(Editor's Note: What does it take to become the Cadet Squadron of Distinction, the No. 1 cadet unit in the nation? We asked the Cherokee Comp. Sq. (Illinois Wing), the winner of the honor how they did it. The squadron received special recognition at the Civil Air Patrol's National Board meeting in Phoenix, Ariz., in September.)

By CAPT. GEORGE KUHN, CAP

DOWNER'S GROVE, Ill. — Attitude is the factor that will cause any organization to succeed, or fail. Members of the Cherokee Comp. Sq. try to approach the organization with enthusiasm and optimism, knowing that through individual and team effort, their squadron will succeed. A shiny airplane in a fancy hangar won't make a squadron survive; people make a squadron survive — people with a "can do" attitude.

Maj. Dolly Biela, commander of the Cherokee Comp.

Sq., is well known by her seniors and cadets for often saying, "There is no such thing as 'can't do.'" She contends that any reasonable goal is attainable if you put your mind to it. Instilling this spirit in her squadron, is it any wonder that Cherokee has been blessed with success?

Although this attitude is the backdrop for all of Cherokee's efforts, what about the individuals who make up the squadron? What characteristics do they have that helped Cherokee win its esteemed title? The cadets are like most young adults — willing to learn, eager to lead and ambitious to succeed.

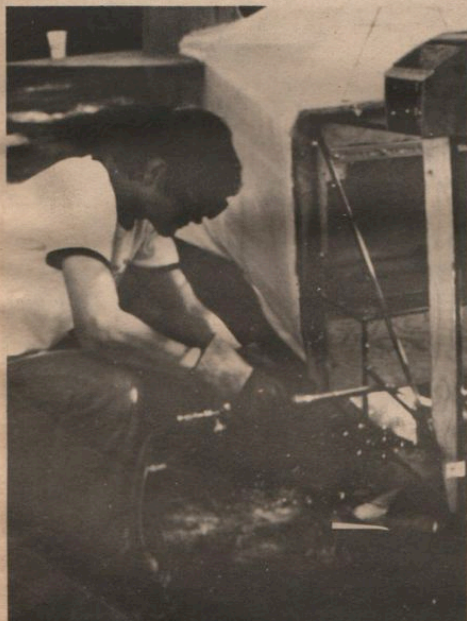
At Cherokee, however, they are taught the benefits of sharing their squadron. Cadets are often seen studying for contracts together, quizzing one another or tutoring the lower ranking cadets. They share within the squadron and, in many important ways, outside of the squadron.

Sharing outside of the squadron takes many forms. Recruiting is the most obvious. The cadets realize that CAP offers an excellent, exciting program, and they actively seek new members to share the benefits. This has provided Cherokee Comp. Sq. with a steady influx of new members, and the cadets have the benefit of having more friends and enjoying the camaraderie that goes with it.

Cherokee Comp. Sq. also participates in many parades, airshows and CAP displays. Here again it is an effort to share the Civil Air Patrol with as many people as possible. Getting the CAP before the public eye is the best way to stimulate interest in and support of our goals.

At Cherokee, the senior members also play an active role in the program. Like the cadets, their attitude is very enthusiastic. This results in many interesting and varied classes and activities. The seniors work hard to keep the squadron running efficiently by knowing their jobs and quickly performing the day-to-day tasks that keep the squadron going. But more than this, they volunteer their time and talents to instruct classes on survival, first aid, model rocketry and much more. The seniors also work hand-in-hand with the cadets on many special projects, their expertise leading to the squadron's success.

Cherokee is an active squadron with something of interest for everyone. The cadets are kept busy in the squadron as well as with outside activities. The outside activities allow everyone to become better acquainted, thus creating an atmosphere of harmony and cooperation in which the squadron can function. An active squadron with a positive attitude has been the key to our success, and can be the key that will help every squadron reach their goal.



Cadet Al Denny welds the framework of the squadron airplane float for an upcoming parade. The model is being built by all squadron members.



Cadets Jim Schroeder and Randy Dean were surprised by their family and other squadron members in a surprise birthday party. One of the ways that squadron members share their activities.



Cadet Randy Dean receives a T-shirt commemorating his being Honor Officer at the 1977 Summer Encampment from Lt. Col. Bill Recktenwald, encampment commander.

Stall-Spin Accidents Are Fatal

By COL. RICHARD L. BIFULCO
Vice Chairman, National Operations and Safety Committee

Civil Air Patrol has been fortunate in not having had many (four in two years) stall accidents in corporate aircraft. However, other "near accidents" may have occurred. We have had engine failure and aircraft caught in downdrafts, conditions wherein stall-spins could

have easily occurred. In short, someone was alert and ready.

These gratifying words were given me recently by the director of safety at National Headquarters in response to an inquiry.

Considering how many lives the stall-spin accident claimed last year in all phases of aviation, except military (approximately 360), Civil Air Patrol is indeed fortunate that our pilots are proficient enough to keep up their flying speed. However, one

wonders whether, perhaps, like the deadly little brown spider, this lethal menace may not be lurking nearby waiting even now to claim our unwary. And so, like the airline pilots who are constantly receiving recurrent training and refresher courses for safety reasons, it is in the best interests of CAP personnel and equipment that we also be constantly aware of some of the dangerous aspects of flying. The excellent safety record of our commercial carriers proves that these preventive measures bear fruit.

The aircraft of today is a wondrous machine, capable of taking its occupants in speed and relative comfort from Point A to Point B, even at times when birds won't fly. Having neither soul, conscience nor voice, the aircraft still communicates to man.

It says, "Here I am, swift and sleek and ready to serve you, but I can exact my price. If you are my master, I will serve you well, but if you are not, I can smash you to the ground — and the accident records prove this point. It is your responsibility to keep me flying, for you are my brain. It is you who starts me to life. You are responsible for our safety. I can only do your bidding, until the time you foolishly abdicate your duty. Then disaster prevails. Remember, you have failed me more than I have failed you, and I, no more than you, wish to be crumpled and broken. In summary, hold up your end, and mine will also be."

Now, I know these words are a bit poetic but I am trying to make a point, that many innocent people have died in stall-spin accidents because of pilot error. In fact, in 97 per cent of this type accident, the pilot was the cause factor. There are just too many pilots around who are willing to get by on the most meager of information and performance. Their concepts of why or how an aircraft flies, turns or stalls are very limited, and the result is sometimes a very tough payoff. With this in mind let us examine some of the causes of the stall-spin accident.

The frequently most cited cause is failure to obtain or maintain flying speed, resulting in an inadvertent stall. Some of the more prominent factors that contribute to the inadvertent stall are poor pilot proficiency; uncoordinated turns; turbulent wind conditions that include gusts, wind shear and strong crosswinds; improper aircraft loading; steep climbing takeoffs; buzzing and other type low-altitude shenanigans; engine failure where too much attention is diverted from keeping the aircraft flying; inadequate landing-go-around technique; attempting takeoff with improperly positioned flaps; and premature lift-off, with subsequent stall upon climbing out of ground effect.

Another significant cause is weather. Here, especially, the pilot must exercise good judgment. Rare indeed is the non-instrument pilot who can maintain control once he loses outside visual reference. Vertigo will most always result, followed by total disorientation — and then a funeral. Remember the old

adage, "Fools rush in where angels fear to tread." Don't be a fool.

A third important cause is lack of supervision. That one has to ring a bell, because the supervision of CAP pilots could be a lot tighter. Our accident record in areas other than the stall-spin proves this. While it is commendable that we are keeping away from the inadvertent stall, it is sad that we cannot do the same for our landing accidents. It is the direct responsibility of the Operations-Safety sections to supervise flight operations very closely. This is true for every echelon.

Stall-spin accidents account for about 25 per cent of all general aviation accidents each year, and Federal Aviation Administration statistics prove that most are avoidable. Unfortunately, it is not possible to regulate stupidity, arrogance, incompetence or disregard for safe procedures. Consequently, more than 300 persons died last year at the hands of pilots who may have been guilty of one or more of these shortcomings. This is not a very pleasant statement, but these statistics are fact, and though a clever person may juggle them, their implications cannot be changed.

When one considers that all a pilot has to do to avoid the stall-spin is to keep the airplane flying, one might wonder why there are so many. I certainly can't answer that, but following are 10 precautionary measures that will prevent the stall-spin accident. We hope you will study them carefully.

1. Keep aircraft speed at least 30 per cent above the stall speed, for any configuration. Be alert for the inadvertent stall, always.
2. Learn and understand that an aircraft will stall at any speed, out of any configuration.

There is a difference between where the wing is pointed, and where it is going.

3. Monitor your airspeed, especially if you experience an engine failure. The most pressing problem is to keep the airplane flying, not where you are going to put it.

4. Keep your turns coordinated. Use stick and rudder in the same direction. Be sharp in your intentional forward or side slips.

5. Learn and know the effects of wind shear on the tail during climbouts or descents while close to the ground; and be wary of low altitude downwind turns after takeoff into a strong tailwind condition. It can sweep away lift and cause an immediate stall. Strong vertical gusts can also cause an inadvertent stall.

6. Avoid steep climbing takeoffs, and always resist the impulse to show off or buzz. Learn what is meant by the power curve and how it affects go-arounds.

7. Keep the aircraft properly balanced and loaded within limits. An aircraft loaded out of either limit is no fun to fly. Also keep it mechanically A-1.

8. Be weather wise. Never tackle that which you or your aircraft absolutely cannot handle.

9. Try always to maintain peak flight proficiency, or a reasonable semblance thereof.

10. Finally, the most important of all, keep yourself knowledgeable, humble and in good judgement at all times. Develop and nurture a safety first attitude, maintain a willingness to learn motivate yourself to do better, and remember always, your responsibility to those who depend upon you.

They are not expendable, nor are you.

Good luck and happy flying.

SURVIVAL TIPS

U.S. AIR FORCE ACADEMY, Colo. — Survival instructors here have prepared the following winter survival tips which will appear as a regular feature during the winter months.

Situation One

It is 4 p.m. in late November. You are hunting in a remote mountainous area alone. You are approximately two hours from your camp. It is overcast and starting to rain, the temperature is in the 40s and dropping. You do not have any protective rain gear with you and are clad only in boots, jeans and a pullover sweatshirt.

WOULD YOU:

- A. Continue to hike out to your camp?
- B. Stop and make a temporary camp and spend the night until daylight the next day?
- C. Stop and evaluate the conditions and continue on to your camp?
- D. Stop and wait until the rain has stopped and then continue on to your camp.

TO SURVIVE: Answer (B) would be the best action to take according to survival experts at the Air Force Academy. If caught in an area with approaching darkness and inclement weather, the outdoor enthusiast is wise to stop and spend the night rather than fight the elements. Extended exposure in the conditions noted can cause irreversible symptoms of hypothermia to set in and lead to incapacitation within a few hours or less.

To continue to hike out, (A) might be acceptable if the distance to camp could be covered in a few minutes instead of two hours with the weather conditions as indicated.

Answer (C) provides little aid since the result is the same as (A).

Situation Two

It is the last week of November and it is late buck season. You and several companions have gone into a very remote area of Colorado. The weather has been a mixture of good and bad with temperatures ranging from the low 20s to the low 30s. The forecast is for more snow to go along with the foot of snow already on the ground.

On the first morning, everyone goes their separate ways to find their quarry. You have departed alone and after being out about two hours, spot a buck heading away from the camp.

You are equipped with only the clothes you are wearing and your rifle, but it looks as though you ought to be able to overtake the deer, even though its path is taking you away from the route you told your companions you were going to follow.

WOULD YOU:

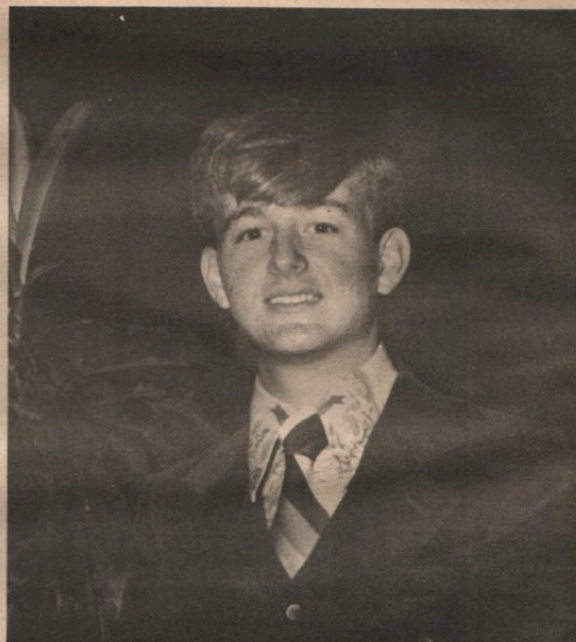
- A. Return to camp and tell someone of your intention to pursue the animal you have spotted and acquire sufficient equipment to sustain you should you become lost or stranded?
- B. Continue to pursue the animal since it may be your only chance to bag him? The amount of snow on the ground will leave a good trail for backtracking to camp.
- C. Pursue the animal until you can get a hood shot, or until you are convinced the deer is out of reach?
- D. Trail the animal making frequent checks on the terrain to verify your location, and to assure yourself of your return route to the camp?

TO SURVIVE: Alternative (A) would be the best action to take according to survival and hunting experts at the Air Force Academy. All too often the unwary hunter will pursue his quarry without giving due regard to letting his companions know of his intentions, or even being properly equipped to conduct a safe hunt across rugged terrain.

Alternative (D) would be acceptable action to take once you are equipped to deal with the uncertain weather conditions. One should never over extend his abilities to cope with an emergency should it arise. Once the steps in (A) are accomplished, then the steps in (D) are appropriate.

Both alternatives (B) and (C) may appeal to the macho outdoorsman, but offer the type of situation one reads about in the evening paper. It is better sacrifice the chance to fill a bag rather than risk your well being. In alternative (B) there is always the possibility of having the trail you are following disappear in a maze of intersecting trails even to the point of confusing your own return to camp.

Alternative (C) is a shot in the dark and may leave you in a dire emergency as you look over just one more ridge.



ACADEMY APPOINTMENT — Cadet Anoth Bruce Cutler, Shelby County Comp. Sq. 1 (Tennessee Wing) of Memphis entered training at the Air Force Academy in June. He is a 1978 graduate of Raleigh-Egypt High School where he was active in Air Force JROTC. He was also active in the Boy Scouts and earned the rank of Eagle. He received the Spaatz Award from CAP.

Wing Upgrades Communications

By Lt. Col. CHARLOTTE PAYNE WRIGHT
Louisiana Wing

The Louisiana Wing is in the process of upgrading its communication system through the support and assistance of the State of Louisiana.

Old DoD excess repeaters located in New Orleans, Baton Rouge and Mermentau were

replaced with new Motorola Micors with both sub-audible tone and tone burst access. The New Orleans and Baton Rouge units have tone remotes which enable them to operate in normal mode as a repeater and in special mode as a high level repeater input station to access other repeaters in the system.

The old DoD excess repeaters were reconditioned and are being

relocated in Lafayette, Alexandria and Morgan City.

VHF-FM sets were purchased and installed in all corporate aircraft, allowing access to ground teams during SAR missions.

Ten commercial quality Drake, Model TRM, transceivers were purchased to replace Heath Kit HW 18s. The sets are 11 channel 150 Watt PEP units and operate on all CAP HF frequencies, including 2374 MHz and the newly acquired 7MHz L) frequency.

For a squadron to receive one of the new HF single sideband sets it must meet the following criteria: be presently active on HF radio net; install antennas at local Civil Defense headquarters, at the local airport or SAR operations center, and at the home of the individual who will meet regularly scheduled nets; the present radio, if corporate property, must be reassigned to a member who will meet the required net participation.

Other equipment at wing level that will be replaced will be assigned to units with no radio capability at present in hopes of creating a 100 per cent participation in the HF net.

The wing, which is also a state agency and the official search and rescue organization for Louisiana, was transferred under the Department of Transportation and Development, Office of Aviation, by Executive Order 69, signed by Governor Edwin Edwards, a long-time member of Civil Air Patrol.

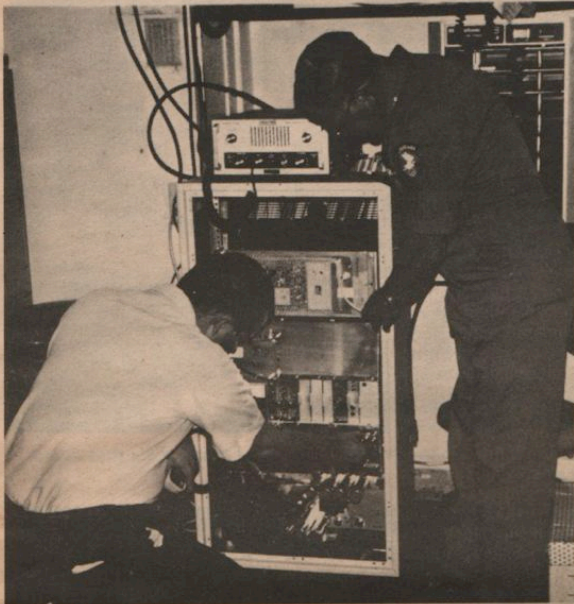
Through the efforts of George

Fischer, secretary for department of Transportation and Development, and Dave Blackshear, assistant secretary for Department of Transportation and Development, Office of Aviation, funds were appropriated for upgrading the communications system and improving the search and rescue capabilities.

This fiscal year plans are being formulated for purchasing and

distributing mobile HF SSB radios to units. New repeaters will replace the Lafayette and Alexandria repeaters. Old DoD repeaters will be relocated in other parts of the state.

Future plans include inter-repeater linking, selective paging of key staff personnel and the addition of 121.5 monitoring receivers to repeaters to supplement the search and rescue function.



LOUISIANA REPEATER — Maj. L.J. "Red" Sevin, right, and Lt. Col. Jay Marlborough work on the Louisiana Wing repeater. (Photo by Lt. Col. Charlotte Payne Wright)



REPEATER OPERATOR — Lt. Col. Mary D. Berkowitz operates the repeater base from wing headquarters. (Photo by Lt. Col. Charlotte Payne Wright.)

Region Holds Own Medical Services Program

ANDREWS AFB, Md. — When cadets from the Middle East Region were unable to attend the CAP's national Medical Services Orientation Program (MSOP) due to the lack of airlift, region officials decided to host their own, according to Maj. Marion Hess, region representative.

A week's activity for seven cadets was arranged by the region staff with help of liaison personnel at Andrews AFB, Md.,

to use the facilities at the Malcomb Grew Hospital there.

"Malcomb Grew is a teaching hospital so having cadet observers attend is nothing they can't handle," said Hess. "On their first day, each cadet received a physical examination and CPR training. Then the next two days, they chose an area of interest to them. All sections of the hospital were open to them. Then they all visited the physiological

training center and went through the altitude chamber. The last day was devoted to aeromedical staffing and evacuation training and flight line staging and evacuation."

The cadets stayed in transient officers billeting and ate at the hospital cafeteria. They spent

their evenings swimming, bowling or at the base movies.

"The enthusiasm of the cadets was reflected in their being at their assigned sections a half-hour ahead of time," said Hess.

"One cadet expressed interest in electronics so he was assigned to medical equipment repair to

learn how to repair hospital equipment."

The cadets did more than just stand around and observe. They actually worked with the teams in the labs and had hands-on experience. All the cadets got the prepare slides of their own blood for hematology studies.

Cadets Build Rockets

MORGANVILLE, N.J. — Cadets of the Col. N.M. Spears Comp. Sq. (New Jersey Wing) are still talking about their recent weekend aerospace education workshop.

The cadets under the leadership of Capt. John O'Hara, a high school science teacher, arrived at the home of John Dowling in Freehold, N.J., and set up camp on a nearby lot.

Friday evening they learned about the stars and how to construct navigation instruments. They also constructed small boxes and packed uncooked eggs in them for a drop the next morning from a hot air balloon.

Walter Cole of Lakewood, N.J., came early Saturday and discussed the art of flying a hot air balloon. Then he took off and dropped the cadets' eggs from various altitudes. The purpose of the experiment was to teach the cadets the problems of reentry from space.

Next they constructed a wind tunnel and gliders, as well as model airplanes with moving control surfaces, which they tested in the wind tunnel.

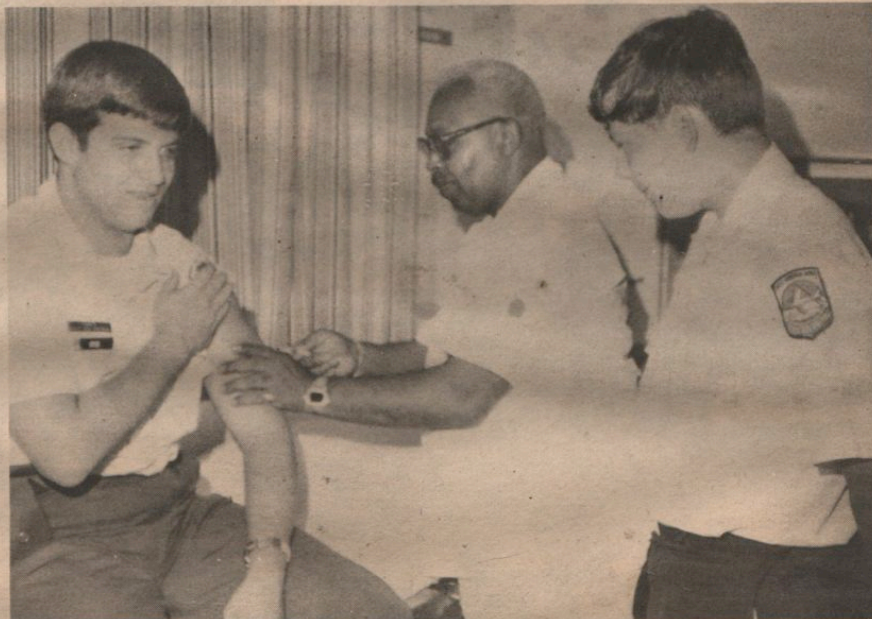
They next donned space suits and were able to experience some of the sensations of weightlessness by a dip in a neighbor's pool.

Then after dinner they saw films about rocketry and had a class in a rocket flight and constructed model rockets.

Sunday morning they painted the rockets and attended morning services at the First Baptist Church where the squadron chaplain, Capt. David Leary, is pastor.

After church they returned to their camp and prepared lunch. Then under supervision from O'Hara and the rest of the senior staff, they fired their rockets.

The cadets ended their weekend with a family picnic and swim.



SHOT INSTRUCTION — Cadet Sam Wood, right, observes as Air Force MSgt. Lionel Rouse demonstrates how to give a shot to Cadet Dominic Urso at a recent Medical Services Orientation held by the Middle East Region at the Malcomb Grew Hospital at Andrews AFB, Md.

Rangers Train In Pennsylvania

Photos By
1st Lt. Ray Kaminski
Pennsylvania Wing

PHILADELPHIA, Pa. — More than 170 Civil Air Patrol cadets, ranging in age from 14 to 17 years, from 17 wings took part in the Pennsylvania Wing's 22nd Summer Ranger Training School.

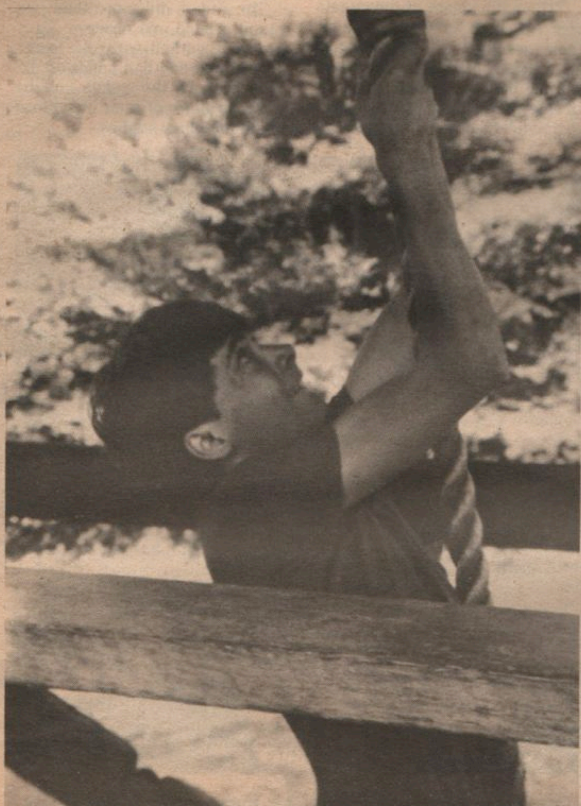
Survival training included basic, advanced, special advanced, field medic, senior team commander, expert and emergency medical technician.

Cadets put their knowledge to

use during three to five day survival hikes that were up to 25 miles long. By graduation they were able to live off the land without modern conveniences said photographer 1st Lt. Raymond R. Kaminski.



MOVE, MOVE — A pool of water under this horizontal ladder is an incentive for cadets to succeed.



UP AND UP — Climbing a rope is another of the obstacles that cadets had to master.



KNOT TYING — A staff cadet trainee takes a knot tying test. One of many tests that determine how he advances in the program.



TEST TIME — Students are given a written test on the course material.



SURVIVAL MARCH — Capt. Steve Schwartz moves his squadron out of a checkpoint on the survival hike.

BULLETIN BOARD

Bulletin Cont'd

er violations of established operating procedures.
the mission requirements may be, CAP communication networks must continue to do their part as
so well in the past, in tying together the various operational components and providing the means
mission accomplishment. Communications are the backbone of emergency services and all com-
must be actively involved with emergency services operations. You must work with the unit oper-
emergency services officers to meet the emergency services communications needs of the community
DOK

EXECUTIVE DIRECTOR

e. Roen

ROLLINS

Director of Administration

1. Judgment, darkness, rate of weather change in mountainous terrain, weather reporting availability.
2. Questionable proficiency, poor habits, little margin for error, judgment.

SAFETY CORNER HINTS:

THE U. S. AIR FORCE -- THE AEROSPACE TEAM

NATO INFORMATION

A group of Civil Air Patrol cadets visited the North Atlantic Treaty Organization (NATO) in Brussels, Belgium, this year during the International Air Cadet Exchange. Many were unaware that films and publications are available free of charge for persons who want to learn more about the Alliance and the countries. President Carter has called the United States most important partners.

The publications and films make excellent classroom and reference materials. Civil Air Patrol units should be educators of the availability of this material for possible use in their curriculums. They would also be useful in conducting a unit meeting.

Publications

Following publications can be obtained free of charge. A copy of each may be supplied to facilitate classroom use. To order, please indicate the number of copies desired to receive, fill in the information requested. Position or Title, Street Address, City, State, Zip and mail to:

Information Service
Brussels

Facts and Figures

A reference book for the serious student of international relations or European history with a detailed description of the operational and structural aspects. New edition available late 1978. Price limited.

Basic Documents

Historical documents concerning NATO together in one volume.

Handbook

A general outline of the aims and activities of the Alliance and a description of the structure of the Organization.

An illustrated color folder describing the military problems of the Alliance and how it remains relevant.

NATO Review

A special magazine containing topical news and comments on matters relating to the Atlantic Alliance. Published six times a year.

The Atlantic Alliance and the Warsaw Pact

A brief comparative analysis of both organizations, their origins, and structures which also considers the implications if both were to be dissolved.

International Military Exercises

A pamphlet on the general principles of NATO exercises.

Women in the Allied Forces

A booklet on the important part women play in NATO's defense efforts.

Non-Military Cooperation in NATO

Text of the report of the Committee of Three, adopted by the North Atlantic Council in December 1956, which recommended expansion of NATO interests to include such areas as international scientific cooperation.

Economic Cooperation in NATO

A detailed description of the work of NATO's Economic Committee.

Scientific Cooperation in NATO

A more detailed description of the important scientific research and exchange activities conducted under the auspices of the NATO Science Committee.

Challenges of Modern Society

The work of a NATO Committee, the CCMS, on environmental affairs.

Man's Environment and the Atlantic Alliance

A color folder describing the work of the Committee on the Challenges of Modern Society giving the background problems, explaining why NATO entered the environmental field and what is being attempted through CCMS pilot projects.

films

NATO films (16 mm) are available for use in the classroom, free of charge, from Modern Talking Picture Service, a nationwide distributor. The films currently available are:

EUROPE AND AMERICA

(1976 - 12 minutes - Color)

An award-winning film produced originally for the Bicentennial which focuses on the common cultural and political roots and ways of life of the Atlantic Alliance nations.

THE GREAT HIGHWAY

(1976 - 26 minutes - Color)

This film looks at the dependence of the NATO nations on the freedom of the seas for their survival. It examines the new and potent maritime power of the Soviet Union and shows how the NATO nations have pooled their resources to protect their vital sea lanes in the Atlantic, the North Sea, the English Channel, and the Mediterranean.

BOREALIS

(to be released in 1978 - 26 minutes - Color)

The defense of NATO's northern flank in time of conflict would be vital to overall Western security. Against a background of beautiful Northern scenery, regular NATO forces and the citizen-soldiers of NATO's Northern nations explain in their own words the importance of guarding this area and its key sea lanes to the North Atlantic.

MODERN TALKING PICTURE SERVICE, INC.
2323 New Hyde Park Road, New Hyde Park, N.Y. 11040

SAFETY CORNER

As stated in last month's article, the SAFETY CORNER will offer YOU an OPPORTUNITY to get involved in aircraft accident investigation from an investigator's viewpoint. After reading the accident briefs, discuss them with other members and try your hand at ACCIDENT PREVENTION. If your thoughts and observations reveal a need for IMPROVEMENT /PREVENTIVE ACTION at YOUR UNIT, be the first to let someone know and be sure the problem gets CORRECTED. MAKE SAFETY YOUR BUSINESS.

Case No. 1: The pilot checked the weather forecast for an extended flight (several hours) in a mountainous area. Ceilings of 3000 feet, 20-30 knot winds, visibility of 4 miles, and a chance of rain and/or snow showers with ceilings and visibility lowering to 400 feet and ½ mile respectively were forecast. Conditions of obscuration in passes and valleys were also forecast. Moderate turbulence was expected. A cold front was moving across the area of the intended course. Distances between weather reporting stations along the route were as great as 100 miles. The aircraft departed late in the afternoon under marginal VFR conditions. Unable to obtain additional forecasts or reports because of necessary low altitude flight, the pilot had a choice of trying to land in a field or on a road, or proceeding on in marginal VFR and at times IFR conditions. Darkness set in as the ceilings lowered. The aircraft flew low while following a highway; eventually it hit a powerline and crashed, injuring the pilot.

Findings:

1. After 40 minutes flight, the weather rapidly deteriorated. Freezing rain and snow decreased visibility and accumulated on the aircraft.
2. Aircraft radios were unreliable before the flight.

Cause and Preventive Action: YOU DECIDE. (See other block in Bulletin Board for Hints.)

Case No. 2: The T-34 was being flown on a night cross-country flight. The pilot, airborne for several hours, contacted the FAA approach control facility near his destination and informed them that he was lost. The aircraft's position was later determined; however, the pilot then advised approach control that the aircraft was low on fuel. Shortly thereafter, the engine failed and the pilot steered the aircraft to a forced landing only several hundred feet from an airport. Weather during the flight was relatively clear. Earlier that day, the pilot had completed a cross-country in another aircraft and landed with about 20 minutes fuel.

Findings:

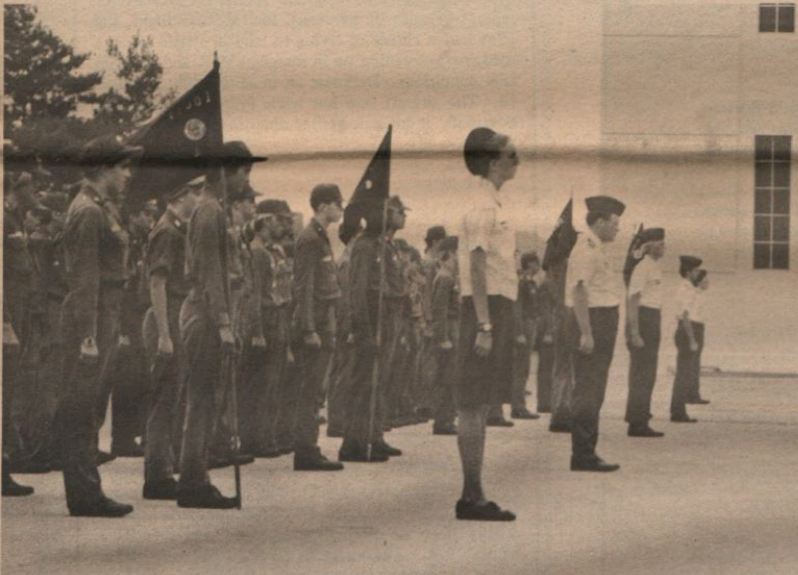
1. Aircraft fuel tanks empty.
2. Aircraft radios had been temporarily unreliable during initial departure.
3. Pilot had difficulty starting engine for initial departure, thus causing other persons to question his proficiency.

Cause and Preventive Action: YOU DECIDE. (See other block in Bulletin Board for Hints.)

Illinois Encampment Typical



Cadet Rocky Christensen ready for his A-37 flight.



Evening formation.



Illinois cadets ride in an Air Force fire truck.

Story and Photos by
LT. COL. WILLIAM REKTENWALD

(Editor's note: This article by the commander of the Illinois Wing Summer Encampment was selected as typical of the many encampments held. It is not possible to publish all the material received on many of the other wings' summer programs.)

VOLK FIELD, Wis. — During the past summer, more manhours of CAP volunteer efforts have been expended on summer encampment programs than any other.

A typical encampment was that of the Illinois Wing at Volk Field, an Air National Guard Base located in central Wisconsin. Host unit to the Illinois Wing was the 434th Tactical Fighter Wing, Air Force Reserve, based at Grissom AFB, Ind.

Volk Field, because of its location, is a frequent stopping point for various Air Force and Navy aircraft. This enabled the 158 participants to get close looks at much of America's airborne inventory. The

cadet group of 137 was composed of Stasik, Arlington Heights, Ill., and was divided into five squadrons.

Cadets held reveille at 5:15 a.m. breakfast at the mess hall followed by hours of KP (kitchen police) duty. After breakfast, units prepared for inspection that would determine the squadron.

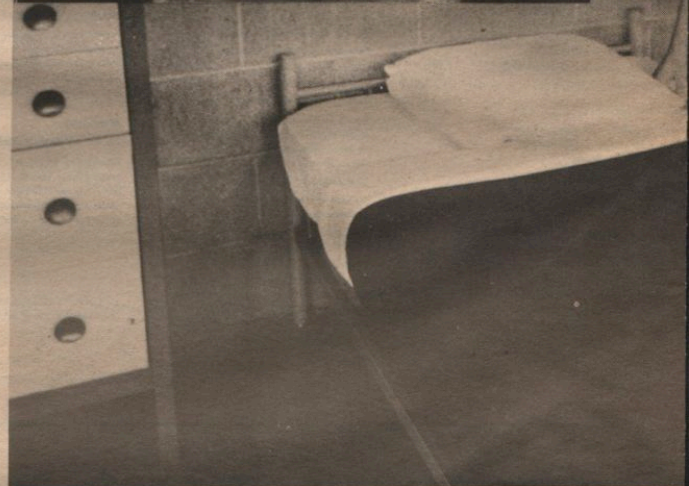
Competitive spirit was in the air as well as for honor. The single cadet selected to receive an orientation flight was Cadet Rocky Christensen, Comp. Sq. was selected and a 45-minute flight in the Cessna support fighter.

After preparation for inspection, the encampment area, a 1934 Progress Administration building, was visited such interesting places as the station, control tower, ground facility and the fire and crash site.

There were few sit down



Swimming d



Cadet Jim Zurales, Pershing Comp. Sq., left, deputy commander and cadet Inset: A typical barracks ready for inspection.

Of Cadet Summer Activities

anded by Cadet Philip
Comp. Sq., and was

a.m., then marched to
Each cadet drew six
duty during the week.
ed for a barracks in-
ine the daily honor

ense, both for honor
cadet of the encamp-
cted as honor cadet
in an Air Force A-37.
of the Clinton-Scott
oroughly enjoyed the
na side-by-side, close

ction, cadets left the
ormer WPA (Works
arracks complex, to
as the base weather
nd control approach
rescue service.
lasses. When was the

last time you climbed up on an F-100 that just
landed? Or how does a ride on a fire truck with a
foam demonstration with 1,000 gallons of con-
taminated JP-4 on fire to practice on?

Lt. Col. Eugene Holbach, Illinois Wing liaison of-
ficer, arranged for briefing teams from NORAD,
ATC, TAC, AFROTC and the Recruiting Service.
Their sophisticated audio-visual presentations kept
a high interest in all attending.

After evening formation, a swimming detail
would be bused to a nearby state park. Wisconsin is
famous for its recreational facilities and the short
respite of swimming was a popular attraction.
Others remained in the dayroom area to play
Foosball and dance to the juke box. Lights out was
at 9:15 p.m., with all cadets in their beds by that
time.

The exception was the night of the graduation
dance, held in a hangar on the flight line.

Every member of the 15-person senior staff, in-
cluding the encampment commander, are former
cadets, all of whom have attended encampments as
cadets.



ail.



Adjutant, Cadet Sal Seno, Cherokee Comp. Sq., inspect bunks.



A close up look at an F-100.



KP duty is not that bad, you do get to meet everybody.



CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS
MAXWELL AIR FORCE BASE, ALABAMA

OCTOBER 1978

NUMBER 10

PERSONNEL

1. **MEMBERSHIP RENEWALS.** Members are reminded that they will receive only one renewal reminder in the future. The reminder will be mailed by National approximately 60 days prior to membership expiration. Members are encouraged to return the form as soon as possible to avoid misplacing it or forgetting to renew. If any member does not receive a renewal reminder, he should forward a check with the following information: Name, Charter Number, Social Security Number, and Membership Expiration Date. DP

2. **PROMOTION ELIGIBILITY.** The highest training level reflected on the CAP Form 2 requesting promotion will be used to determine eligibility for promotion, not the training level shown on the computer printout (which is the current training level and is not necessarily the member's highest training level.) The training level entered on the CAP Form 2 requesting promotion will be taken from the member's official personnel file (CAP Form 45 and 45a). DP

3. **NEW PROMOTION CRITERIA.** Remember that completion of ECI Course 7C will be required for advancement to the grade of major, effective 1 January 1979. DP

4. **UNIFORM POLICY FOR FEMALE MEMBERS.** The question of earrings with the female uniform comes up repeatedly. The policy has not changed. Earrings are not authorized with the service and utility uniforms. However, small pearl earrings may be worn with the mess dress uniform. DP

5. **UNIFORM TIP OF THE MONTH.** 1505's (tan summer uniform) are no longer authorized. Phase-out date was 30 September 1978. DP

JUDGE ADVOCATE

6. **UNAUTHORIZED FUND RAISING.** Unauthorized fund raising activities using the Civil Air Patrol as a vehicle to raise funds continue to be a problem throughout the country. Civil Air Patrol personnel are warned to be continually alert for operations which attempt to raise money by use of the Civil Air Patrol name. Local units should take steps to inform the public of these possible abuses.

Civil Air Patrol members are advised to contact the Better Business Bureau before making contributions to any cause and especially before dealing with any fund raising organizations on behalf of the Civil Air Patrol. Civil Air Patrol personnel are further reminded that all fund raising activities involving promoters must be cleared through the wing legal officer and the National Headquarters. JA

COMMUNICATIONS

7. **CAP RADIO COMMUNICATIONS IN OPERATIONAL MISSIONS.** The primary objective of CAP communications is to provide radio communications required for the successful accomplishment of any assigned emergency services (ES) mission. Management, supervision, cooperation, training, and practice are needed to insure readiness. Communications are necessary for support of search and rescue, civil defense, and disaster relief missions; and to augment other existing communications in the event of floods, fire, tornado, and similar natural disasters; and to support the U.S. Air Force Survival, Recovery and Reconstitution (SRR) program as implemented by the Air Force Communications Service SRR plan. Reliable air-to-ground communications with in-flight aircraft are of utmost importance in supporting flying activities. CAP assigned radio frequencies are made available for CAP business, activities, emergency, and training purposes, and are not to be used for personal communications.

During emergency missions, full utilization of available frequencies, including the emergency frequencies, may be necessary to alleviate congestion. HF SSB sets should be used for the longer distance requirements. CAP assigned VHF-FM frequencies are especially useful due to the small size and portability of the equipment and these radios are suitable for operation as ground mobile, air mobile, or fixed stations which can be temporarily relocated to the scene of action. VHF-FM operation from aircraft will provide excellent simplex communications on 148.15 MHz with ground stations, however, duplex operation at high altitudes will unnecessarily activate an excessive number of repeaters. Search and rescue (SAR) ground mobile stations operating on 123.1 MHz during actual search missions and on 122.9 MHz during practice and training search missions provide communications with aircraft having FAA type radio sets. Citizens radio services and 26.62 MHz especially assigned to CAP frequencies may be used for local coverage without disrupting communications on the other frequencies. In some cases it may be feasible to use radio teleprinters (RTTY) for providing rapid printed communications which eliminate the need for hand copy by the receiving operator.

Formal messages and replies through the mission communications message center are desirable; however, mission control should have the capability of transmitting and receiving quick informal messages directly with aircraft and search teams concerning location, recall, diversion, medical assistance, transportation requests, and for safety purposes.

A status board indicating radio station call signs, frequencies used, and locations is extremely helpful. Management and supervision are necessary to oversee the communications activities. The communicator supervisor must be able to call in additional stations as needed, insure that adequate log books, message blanks, radio station rosters, and supplies are on hand, insure that emergency power supplies with operating instructions, fuel, extension cords, back-up radios and relief operators are available; see that all transmitter licenses are posted and that all radio operators have in their possession both FCC licenses and CAP radio operator permits, insure that all radio transmitters are properly grounded, and caution communications personnel on the observance of safety practices. Monitor stations should guard CAP frequencies for the purpose of detecting off-frequency signals, unauthorized transmissions, and they have for successful communications and you serve.

THE CIVIL AIR PATROL "BULLETIN" IS PUBLISHED MONTHLY. IT CONTAINS OFFICIAL ANNOUNCEMENTS, INTERIM CHANGES TO CAP PUBLICATIONS, AND OTHER ITEMS OF INTEREST FOR ALL CAP MEMBERS.

PULL OUT AND POST

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Assistant

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Accident Prevention Circular Available

The FAA recently released Advisory Circular (AC) 20-105, title "Engine Power-Loss Accident Prevention." This circular provides excellent, comprehensive information and guidance for use by pilots and aircraft maintenance personnel.

Engine "Power Loss" is involved in about 22 per cent of all aircraft accidents; however, "Power Loss" often result from other causes including pilot error and faulty maintenance.

Many aviation advisory circulars are available from Government Printing Office Bookstores. Most of the circulars are free. If your unit operates an aircraft, you definitely need AC 20-105!

Request the circular from any of the following locations:

GOVERNMENT PRINTING OFFICE BOOKSTORE LOCATIONS

Atlanta Bookstore
Room 100, Federal Building
275 Peachtree Street, NE.
Atlanta, GA. 30303
TEL: (404) 526-6947

Birmingham Bookstore
Room 102A, 212 Bldg.
2121 Eighth Avenue, N.
Birmingham, Ala. 35293
TEL: (205) 325-6656

Boston Bookstore
Room 425, J.F. Kennedy Federal Bldg.
Sudbury Street
Boston, Mass. 02203
TEL: (617) 223-6071

Canton Bookstore
Federal Office Building
201 Cleveland Avenue, SW.
Canton, Ohio 44702
TEL: (216) 455-8971

Chicago Bookstore
Room 146, Dirksen Bldg.
219 South Dearborn Street
Chicago, Ill. 60604
TEL: (312) 333-3133

Cleveland Bookstore
Room 171, Federal Office Bldg.
1240 E. Ninth Street
Cleveland, Ohio 44114
TEL: (216) 522-4922

Dallas Bookstore
Room 1C96, Federal Bldg.
1100 Commerce Street
Dallas, Tex. 75202
TEL: (214) 749-1541

Denver Bookstore
Room 1421, Federal Office Bldg.
1961 Stout Street
Denver, Colo. 80202
TEL: (303) 837-3965

Detroit Bookstore
Room 229, Federal Office Bldg.
231 West Lafayette Boulevard
Detroit, Mich. 48226
TEL: (313) 226-7816

Kansas City Bookstore
Room 144, Federal Office Bldg.
601 East 12th Street
Kansas City, Mo. 64106
TEL: (816) 374-2160

Los Angeles Bookstore
Room 1015, Federal Office Bldg.
300 North Los Angeles Street
Los Angeles, Calif. 90012
TEL: (213) 688-5841

New York Bookstore
Room 118
25 Federal Plaza
New York, N.Y. 10007
TEL: (212) 264-3826

Philadelphia Bookstore
Lobby, U.S. Post Office
9th & Chestnut Streets
Philadelphia, Pa. 19107
TEL: (215) 597-0677

San Francisco Bookstore
Room 1923, Federal Office Bldg.
450 Golden Gate Avenue
San Francisco, Calif. 94102
TEL: (415) 356-6657

Washington, D.C. Bookstores
718 North Capitol Street
Washington, D.C. 20402
TEL: (202) 967-3238

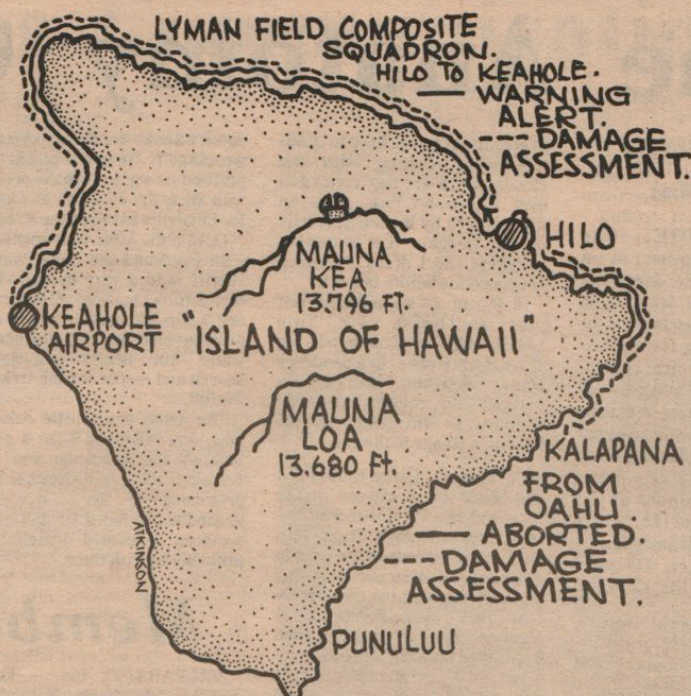
1776 Pennsylvania Avenue, N.W.
Washington, D.C. 20547
TEL: (202) 632-9668

21st And C Streets, N.W.
Washington, D.C. 20529
TEL: (202) 632-1437

14th And Constitution Avenue, N.W.
Washington, D.C. 20230
TEL: (202) 967-3327

Room 1-J-001
James Forrestal Bldg.
1000 Independence Avenue, S.W.
Washington, D.C. 20407
TEL: (202) 426-7937

Pentagon
Main Concourse, South End
Washington, D.C. 20319
TEL: (202) 541-1437



MAP OF HAWAII — This map of the Big Island of Hawaii shows the route flown by a CAP aircraft during a recent island-wide tsunami disaster exercise. The plane flew north around the island from Hilo to Keahole airport to warn people along the beach and fishing boats.

Hawaii Has Tidal Wave Exercise

HILLO, Hawaii — In this part of the world, "tsunami" means tidal wave, says CWO Eddie Atkinson of the Lyman Field Comp. Sq. (Hawaii Wing) as he described the first island-wide disaster exercise last month.

The exercise was conducted by the Hawaii County Civil Defense organization in conjunction with the annual Hilo Hospital disaster program and the Civil Air Patrol. It was based on a mock tsunami which was generated several hours away from the Hawaiian Islands.

Squadron commander, 1st Lt. Roy Anderson, was stationed at the Civil Defense headquarters and Lt. Col. Robert Hites, the mission coordinator was at the CAP base at Lyman Field.

When the message came over the teletype that the simulated tsunami watch had been changed to a warning status, an aircraft, piloted by 1st Lt. Sam Jones with observer SM Robert Schneider, was launched on a warning alert mission.

They were to patrol the rugged east coast of the island from Hilo around the northern end to the Kona Coast on the west side. They alerted fishermen, campers and boats with loud speakers on the plane. They landed at the Keahole airport for refueling and then flew back to Hilo along the same route to make a damage assessment survey.

Another aircraft from the Hawaii Wing was sent from Honolulu to fly south from Hilo. However, the mission was

aborted due to a blown fuse on the warning loud speakers. This plane was piloted by Air Force Capt. James Wells and SM Steve Brown.

Other Lyman Field Comp. Sq. members participating in the exercise were 1st Lt. Dan Swartz at the Civil Defense headquarters and Cadet Glenn Anderson who helped manage communications at the CAP mission center. Mobile communications were handled by SM Chuck Keehne and Cadet Patrick Wilkes, who kept in contact with both the aircraft and the base from a high point on the island.

Other people involved in the exercise were from the police, fire department, national guard and hospital.

GOODYEAR BLIMP — Two members of the Levittown Cadet Sq. 101 (Pennsylvania Wing) were guests of the Goodyear Tire and Rubber Company recently when they were invited to take an hour flight in the airship Columbia when it visited the Philadelphia area. Capt. Richard J. Luce Jr., the squadron commander, and the associate member Christopher J. Luce represented the squadron. Three Goodyear airships travel throughout the United States from May to October each year visiting the major cities on goodwill tours. Each airship has a crew of 23, which includes five pilots, 17 ground technicians and one public relations specialist. The ground crew also act as mechanics, riggers, electricians and clerks.



The Anatomy Of A Find

By NEIL C. HEWITT
Ch. (Lt. Col.), CAP
Colorado Wing

(EDITOR'S NOTE: The following description of a search in Colorado describes in graphic words what it is like to fly the mountains of that state, looking for a missing aircraft. We are reprinting it for the interest of members. The article appeared in the July-August 1978 issue of "Colorado CAP Flyer," the Colorado Wing newsletter. The author of the article, Chaplain (Lt. Col.) Neil C. Hewitt, is assigned to wing headquarters. He is a resident of Leadville, Colo.)

It used to be I thought finding a downed aircraft was purely a matter of luck; pilot and observers happen to be at the right place at the right time and someone sees the objective.

AFRRC 5-505 changed my mind on that score.

Wednesday, May 17, 1978, 5:45 a.m. The first rays of a beautiful dawn in Leadville came through my window. The light never reaches my eyes — they are tightly closed. 6:39 a.m. The alarm clock rings and I begin my morning ritual. I punch the snooze button on the clock and go back to sleep. Several more alarms and several more snoozes and I am up at 7:05, rushing to get dressed and shave in order to celebrate the 7:30 Mass. I make my customary resolution to get up sooner, but it has had no results so far.

7:22 a.m. the telephone rings. Fred Muller is on the phone from mission headquarters at Eagle. The Beech Debonair is still missing, Eagle and the Eastern slope are weathered in. "How's Leadville's weather?" Fred asks. "No clouds," was my reply. I had flown on the mission Monday, taken care of business in Denver Tuesday, and I had decided not to fly this morning. I am tired. Fred is persuasive. I will fly.

8:17 a.m. Mass completed. I call the sheriff's office and ask for two observers. He goes to work on that.

9:03 a.m. N7NH, my trusty Cessna 180 is preflighted. For the first time since last fall it looks like it may start without preheat. I check with some local people who have reported seeing an orange glow on Mt. Massive on Sunday afternoon and a sun reflection on Monday and Tuesday. I decided it's worth looking into.

9:30 a.m. My two observers arrive. Stu Parks, director of the county ambulance service, has arranged for someone to cover him at the hospital. Mike Johnson has taken annual leave time from his job at the national fish hatchery. Both are very active in the Lake County Search and Rescue Group and very knowledgeable concerning downed aircraft locating. I brief them on things they probably already know.

9:40 a.m. We are airborne. We make seven sweeps across the east face of Mt. Massive, from Tourquoise Lake to Twin Lakes

at elevations from 14,000 to 10,000 feet while flirting with the clouds, which are now coming in over Hagerman Pass. Tugs on my stomach by the seatbelt tells me two things — it is somewhat turbulent and I drank too much hot chocolate before takeoff.

10:40 a.m. As we make our last pass southbound over Twin Lakes, my mind is pondering several factors. Independence Pass weather is rapidly deteriorating, it looks like snow; visibility is still good over the Mosquito Range to the east.

On Monday, Larry Rieb and I had made many passes in the Independence Pass area while he relayed a message from Red River 50 at the base of the pass to mission headquarters concerning a plane matching the description that flew over Independence Pass at 300 to 500 feet and then descended toward Twin Lakes.

Later I heard somewhere that the ones who had seen the plane were a group of Outward Bound and that the pilot was low enough to see them and wave his wings. I also was pondering a few things I'd heard in passing at mission headquarters Monday.

The pilot indicated that they were going sightseeing, but one of the passengers had a date in Denver that evening, so they were somewhat in a hurry. I looked up about that time toward Low Pass Gulch to the east, and it occurred to me that a person in a hurry might try that way to Denver, rather than go 10 miles south to the lower terrain near Buena Vista.

Performance figures for Debonairs at altitude also crossed my mind.

Low Pass Gulch appears rather flat from Twin Lakes, especially if you have just crossed Independence Pass. I had already cleared enough grids with Fred before takeoff to supply a squadron of planes, but since we were the only one I knew of that was airborne, we didn't feel too hoggish. We headed for the Mosquito Range and especially Low Pass Gulch.

10:32 a.m. Having crossed the Arkansas Valley we began a contour search of the west side of the Mosquito Range, from Weston Pass to the lower terrain north of Buena Vista.

11 a.m. The turbulence and hot chocolate were having their effect. We have covered everything but the top of the range. Lake County Airport is three miles away and a rest stop is becoming mandatory, but the thought of the top of Low Pass Gulch is still in my mind.

Ground team reports gnaw at me. There is some open space near the top that we haven't seen yet. The rest stop can wait a few minutes. We turn south, and in a couple of minutes, in a rocky area clear of trees and snow, I catch a glimpse of red. Horizontal stabilizers! Then the white vertical stabilizer and the charred outline of what was an airplane. We circle once, but the turbulence will not allow a very close look.

We fly to the valley to call Salida Unicom for a relay from mission headquarters about the color of the stabilizers. Fred

doesn't know. We fly back to the wreckage to fix in our minds the position (it's great to have people who know the country) and head for Leadville to telephone Fred.

11:40 a.m. After conversations with Fred and the Lake County sheriff (and a very needed visit to a comfort station), Mike and I are again airborne to check out possible land routes to the scene while Stu begins organizing search and rescue for the trek up the hill.

The winds are a little calmer now, and Mike and I get a good look at the wreckage and the terrain leading to it. Neither are promising. I don't envy the ground team, but if I didn't have services scheduled tonight I'd probably be with them.

6:30 p.m. The ground party has reached the crash site. The sheriff has returned to his office. The "N" number is confirmed, as well as casualties. Grim and sad, but the search is ended, hopes quashed, doubts erased.

Thursday, May 18, 1978, 5:45 a.m. The morning light awakes me this time, I lay awake knowing that I don't have to get up for a while. My thoughts drift back to the events of the day before.

A "find" is luck, but it is more than that. It is ground team members like Jim Alsum, Red River 50, who work without publicity, looking around but perhaps more importantly interrogating people in the area.

It is ground personnel in Glenwood Springs and Denver

and wherever, discovering why the aircraft was going where it was going. It is pilots and observers, and planes and mechanics.

It is Earl Berger and Fred Muller and many others at mission headquarters who coordinate, setup communications, answer the phones and take care of the details of mission. It is also those who stay behind, the communicators, the administrative personnel.

Lying there in bed I finally realize that luck is certainly involved but is tempered very much by the skill and will of many, many persons.

Yesterday we discovered a tragedy; tomorrow lives may be saved, not by luck but by a team.

Member Receives Medal

VALPARAISO, Ind. — Capt. Robert Odle of the Valparaiso Comp. Sq. (Indiana Wing) has been awarded the Meritorious Service Medal for saving the lives of three persons who were stranded during the blizzard that stopped all activity in the state last January, according to 2nd Lt. Pat Hassett, squadron information officer.

While patrolling Interstate 94 for most of the four-day blizzard, Odle came upon three cars, not even 100 feet from each other, which all contained one occupant. After digging the completely buried vehicles out of the snow, Odle treated them for exposure and frostbite and transported them through several miles of snowdrifts and severe icing conditions, said Hassett.

Odle is the Indiana Group 1 emergency services and ground team officer and has been a CAP member for almost five years.

The medal was presented at squadron headquarters during a recent visit by the wing commander.

Museum Seeks Displays

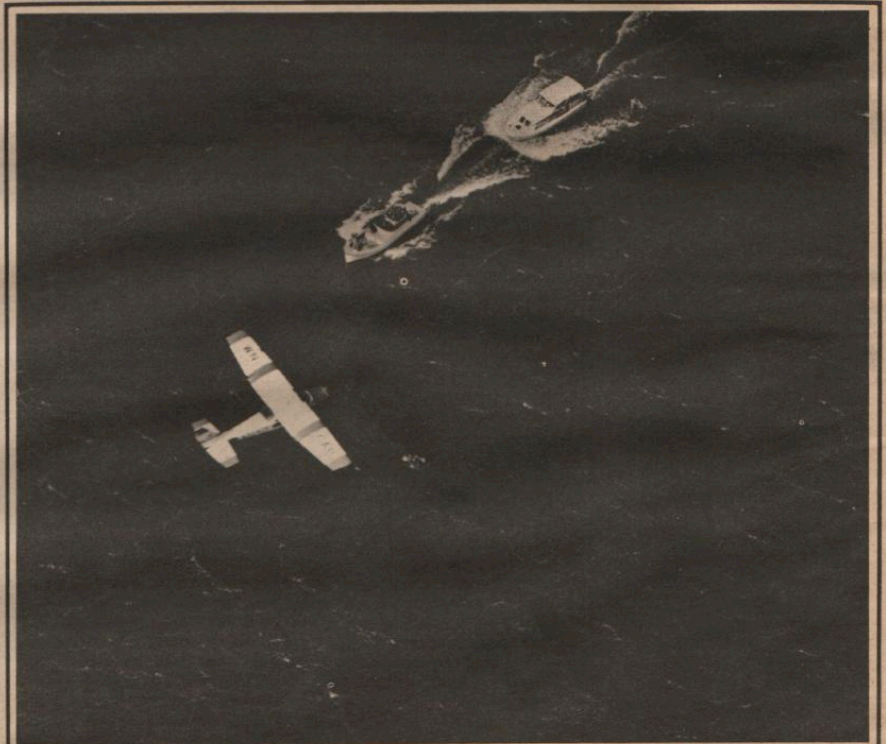
MATHER AFB, Calif. — The Silver Wings Aviation Museum here is soliciting artifacts to support its displays from the general public.

Displays highlight experimental aircraft, historical leaders in aviation, women in aviation and more general displays. The museum is a joint effort of the Air Force and seven civilian groups associated with the Sacramento aviation community, the Sacramento Valley Pilots

Association, Ninety Nines, Experimental Aircraft Association, Sheriff's Air Squadron, the Sacramento Metropolitan Chamber of Commerce and the Rancho Cordova Chamber of Commerce.

Museum displays will highlight aviation in the Sacramento area.

People wishing to contribute displays may write Air Force Capt. Ken Gifford at the Mather Silver Wings Aviation Museum, Mather AFB, Calif. 95655.



SUNSET PATROL — A plane from the Washington Wing flies patrol over the waters of Puget Sound, looking for boats in distress. Boaters in trouble can signal the planes by shooting flares or waving life preservers. The aircraft then reports to a ground communications center that notifies the Coast Guard of the location, type and size of the boat. Flights are also made over the Columbia River.



ON THE BEACH — Capt. Wilson Maddox, Portsmouth Comp. Sq. (Virginia Wing) was recently flying over Virginia Beach, Va., towing an advertising banner when his single-engine aircraft malfunctioned. He elected to ditch in the water to avoid the chance of hurting anyone on land. The plane flipped over, and immediately his friend who had been vacationing at the beach, Capt. Lester Gross, Norfolk Comp. Sq. (Virginia Wing), center right, was there to help him out. The two men, together with other swimmers, pushed the aircraft to shore and even saved the advertising banner. (Photo by Randall Roberts)

Tulsa Cadets Put Out Grass Fire

TULSA, Okla. — Four cadets from the Aerospace Cadet Sq. (Oklahoma Wing) that helped save property from fire were given a public thanks from the fire victim.

The cadets, Darren Newkirk, Robert Gates, Mark Neeley and James Thompson, were returning to Tulsa after finishing a general aviation survey when they spotted smoke in a field off

the highway.

The boys immediately set to work helping put out the fire. It was almost under control when a fire truck arrived 30 minutes later. After the fire was out the woman who lives there offered them a cold drink and thanked them for helping.

The next day a reporter from the Tulsa Tribune interviewed the cadets about the fire for a newspaper story. They were also

named to the Tulsa Tribune Honor Roll for August.

Florida Members Locate Lost Fishing Boat

ORLANDO, Fla. — Maj. John F. Hobbs, commander of Florida Group 1, reports that two members of Perry Sr. Sq., flying a corporate aircraft at the request of the Tyler County sheriff, located an overdue fishing party in the Gulf of Mexico during late August.

CAP members Daron Kelley and William McDougall, found the disabled craft containing two adults and an 11-year-old boy

adrift three miles off Keaton Beach. They circled the boat until a rescue craft could tow it to safety.

State Gives Unit Equipment Grant

LOUISVILLE, Ky. — The Kentucky State Fire Marshall's Office recently awarded the Panther Comp. Sq. (Kentucky Wing) a grant for \$1,219 for purchase of rescue equipment.

The equipment purchased with this grant will up-date the

squadron's capabilities in emergency services, such as a ground direction finder, a FM walkie-talkie, forcible entry tools and protective clothing.

This added equipment will aid the squadron in effective and timely search and rescue, said

squadron representative Delores E. Botts. It will also insure the safety of ground team members. To carry out the emergency service mission, the safety of the ground team members are a prime consideration. "Worn out equipment adds to the risk factor."

"Apparently, Kentucky's Fire Marshall has recognized the value of Civil Air Patrol and has generously contributed to the squadron. This assistance will funnel down to the civilian population by effective and modern operations."

Minot Squadron Assists In Search On Souris River

MINOT, N.D. — The Minot Comp. Sq. (North Dakota Wing) was recently called out at the request of local law enforcement officials to aid in the recovery of the body of a 14-year-old girl who disappeared into the Souris River.

Cadets and seniors aided in communications and shoreline searches in the evening of Aug. 12. During the long hours of the night while diving and dragging operations were suspended, cadets stood watch at key points along the river.

The next morning, the Minot Fire Department recovered the body from deep water below a dam.

CAP Obituaries

Civil Air Patrol News publishes each month a list of Civil Air Patrol members who have died recently. Notice of deaths should be sent to the Personnel Section of National Headquarters in accordance with Regulation 35-2, or to the National Chaplain's office—not to Civil Air Patrol News. Listed are names, ranks, dates of death and CAP unit.

BERG, Edwin C., Senior Member, July 24, 1978, Selfridge Cadet Sq., Michigan Wing.
BLOOM, Carroll L., Lieutenant Colonel, July 15, 1978, Thunder Mountain Comp. Sq., Colorado Wing.
HUSMAN, Gary H., Captain, Sept. 9, 1978, Minnesota Wing Bq.
KAWAMURA, E., Lieutenant Colonel, June 22, 1978, Ewa Comp. Sq., Hawaii Wing.
KREMER, J., Capt., July 19, 1978, CAP Senior Sq. 904, Pennsylvania Wing.
O'BRIEN, Alvin W., Captain, June 28, 1978, Pittsburgh Group 60, Pennsylvania Wing.
TANNER, Jesse, Jr., Senior Member, Sept. 1, 1978, Warner Robins Comp. Sq., Georgia Wing.
WELLS, James A., Colonel, Aug. 11, 1978, Arkansas Wing Hq.

Col. Robert H. Herweh Dies

Former Great Lakes Region Commander

Col. Robert H. Herweh, CAP, former Great Lakes Region commander, died Sept. 11, 1978, following a brief illness. He had served as deputy region commander and commander of the Ohio Wing prior to appointment as Great Lakes Region commander. Col. Herweh is survived by his wife, Margaret and daughter Jean.

Sinclair Receives Two CAP Awards

WARWICK, R.I. — Capt. Terrence D. Sinclair, Rhode Island Wing Headquarters, received the Grover Loening Aerospace Award and the Paul E. Garber Award for completion of Levels III and IV of the senior training program at the recent

Eastern Staff College at Roanoke, Va.

The awards were presented by Lt. Col. Barbara Morris of the Middle East Region and Air Force Lt. Col. Philip Alker of National Headquarters.

CADET AWARDS

Mitchell Awards — August 1978

Anna P. Havey	02070	David S. Barclay	20183	Mark J. Schmidt	33043
Beverly L. Norwood	04184	Eric F. Wardlow	23057	Paul C. Wikstrom	33043
Richard J. Palmer	04384	Ron L. House	23057	Michael J. Fortunato	34131
Timothy J. McCloud	04405	James Kirk Kraft	24098	Terry N. Galan	34131
Michael P. Werners	05026	Bryan J. Dart	26010	Jeffery B. Willis	34198
Leslie J. Perry	05082	Bobbie J. Morrell	26038	Mark T. Neeley	35067
John M. LaFreniere	06058	Thomas J. Goodwin	27040	D. Phillip Dimarco	37025
Anthony V. Genovese	06062	Robert J. Davis	27049	Bruce G. Pounder	37049
Dwayne B. Benson	07008	Jay A. McSweeney	28048	Joel N. Willis	37246
James B. Karafa	08049	Thomas A. Kuster	29003	Steven M. Fletcher	38012
Timothy E. Gaither	08125	Jeffrey S. Rasel	29016	Robert W. Fletcher	38023
Randy G. Brown	08133	Brenda M. Wing	29025	Daphne S. Smith	41144
Thomas L. Strom	08293	John P. Fanning	29067	James B. Sims	42115
Philip H. Supero	08293	Suzanne J. Da Silva	29095	Rebecca L. Prado	42351
Tamara L. Dorrine	08314	John P. Fanning	29095	Robert E. Patty	45056
John M. Dubois	09432	Glenn A. Adelaar	31072	Leidav V. Walton	45091
John R. Welker	11041	Steven J. Difiore	31072	Michael A. Sinclair	46030
Stephen J. Miernicki	11226	Paul N. Howard Jr.	31159	John J. Moran	47060
Cameron S. Baker	16007	Caron L. Holland	31201	Michael J. Szwed	50028
Edward A. Holda Jr.	19067	Michael E. Levesque	31250	Brian H. Won	51014
Mark M. Bogacz	20007	Michael Magno	31250	Pablo M. Alejandro	52124
James S. Harris	20007	Sara E. Baker	32048	John Rivera	52124
Billy J. Nichols	20007	Arthur P. Young	32111		
Michael D. Roe	20086	William H. Arney	32139		

Earhart Awards — August 1978

Carla M. George	01024	Robert J. Meek	19012
Jimmie D. Draper	02070	Kurt B. Kreiner	20164
R.A. Hotchkiss Jr.	07004	Glenn N. Slotness	21016
Frank S. Brown	08103	Andrea T. Provencher	28037
Alfred D. Higley	10102	Nelson Valdes	31092
Douglas S. Dunbar	11228	Kent L. Taylor	34184
Vaclav G. Ujeik	11254	Patrick A. Beaman	36034
Elaine K. Hoch	14061	Sharon E. Wesley	37060
Steve D. Bolin	15058	Michael W. Baugh	39019
Michael L. Carrier	16007	Frank F. Scribner	45117
Bruce J. Spates	18071	Robert S. Dempsey	50043



OBSERVER — An unidentified CAP cadet visits the National Atomic Museum at Kirtland AFB, N.M. He was one of 35 CAP cadets attending a week-long Air Force orientation exercise that was held there recently. The cadets visited various units on base and had the opportunity to go through the security police obstacle course. They also received first-hand experience in military drill and customs. At the end of the week, they held a graduation parade. (USAF Photo by SSgt. Dave Skeen)

IACE Photos

Foreign Cadets Tour The USA



BRITISH CADETS — IACE visitors from the Girls Venture Corps of Great Britain, front row, pose with their CAP escorts at one of the attractions they recently visited in Miami, Fla. They were hosted by families of members of the Cutler, University and West Miami Cadet Sqs.



SWEDISH VISITORS — Cadet Charles Staso, Gen. Carl A. Spaatz Comp. Sq. (Pennsylvania Wing), left, talks with IACE guests from Sweden. They are Capt. Christina Holmer, their escort from Stockholm; Cadet Anders Ohrman, a junior college student from Molby; and Cadet Michael Persson from Hassleholm, also a junior college student. They are members of the Swedish Air Cadet Association. (Berks-Mont Photo)



SEAL AND PATCH — Cadet Wilform Odom of the Maxwell AFB Cadet Sq. (Alabama Wing), right, present the Civil Air Patrol seal and the Alabama Wing patch to Axel Weege. Weege is one of a group of German Aviation students who visited Alabama during the International Air Cadet Exchange, which is sponsored jointly by CAP and the U.S. Air Force to foster international goodwill and understanding through a mutual interest in aviation.



HELICOPTER RIDE — IACE Cadet Gerard Lookeren of the Netherlands prepared for takeoff in a helicopter at Benedum Airport, Clarksburg, W. Va. Ten cadets and an adult escort from the Netherlands were recent guests of the West Virginia Wing.



OHIO TOUR — Norwegian IACE cadets, with long ties, visit CAP cadets and senior members of the Findlay Comp. Sq. (Ohio Wing) on a tour of the Aviation Division of the Marathon Oil Company in Findlay, Ohio, which has a large fleet of corporate aircraft and a company-owned airport. The Norwegian escort, Asbjorn Fosker, front row-right, is in the oil business in Norway.

PEOPLE... in The News

Northeast Region

Members of the Franklin-Oil Comp. Sq. (Pennsylvania Wing) along with members of Group 50 recently held an emergency locator transmitter training session. Senior Member Pete Flynn and Cadet Greg Reinsel were in charge of the ground team with Cadet Bob Hicks serving as ground team radio operator...Capt. Marvin Goldberg, information officer for the Wayne Comp. Sq. (New Jersey Wing) has briefed the Mid-Atlantic Pilot's Association on Civil Air Patrol.

Thunderbolt Cadet Sq. (Massachusetts Wing) held an open house recently at which time Capt. Lewin Nyman was presented the Certificate of Proficiency Award...Cadet Daniel Little was named honor cadet at the Pennsylvania Wing Encampment East. Cadet Little is a member of the Marple-Newtown Comp. Sq. Group 1400 of the Pennsylvania Wing handled traffic control, crowd safety and communications activities at the Chestnut Ridge Flying Club's annual fly-in.

Cadet Mark Williams of Newport County Comp. Sq. (Rhode Island Wing) has soloed in the wing Cessna 150...CWO James Weber, a member of Nassau County Group (New York Wing) has joined the U.S. Air Force...Second Lts. Douglas and Donna Mulloy wear two hats. They are communications and finance officer respectively for their squadron, Downeast Patrol Comp. Sq. (Maine Wing). They are also attached to the Navy's Security Group Activity...A mission coordinator seminar was held recently by the Rhode Island Wing. Those attending included Lt. Col. Raymond Berger, wing commander, Maj. James Berry, Capt. James Bell, 1st Lt. Lynette Blackmore, Lt. Col. Gertrude Kulig and Cadet Joseph Zaccaria.

Paul J. Morris, assigned to the Rhode Island Wing staff, has been awarded a Certificate of Proficiency and promoted to the rank of captain...Cadet Karen Gladue has attended the Federal Aviation Administration Cadet Orientation Program in Oklahoma City. She is a member of the West Warwick Comp. Sq. (Rhode Island Wing)...Cadets Kenneth Cantor, Charles Gilley, Julie Brown, Carroll Gifford, Michael Morris, Edward Butler, Kelley Butler and Mark Butler, along with Maj. Viola Sargent, assisted 2nd Lt. Robert King in working for the Jerry Lewis Muscular Dystrophy Telethon recently. They are all members of the Down East Patrol Sq. (Maine Wing).

Middle East Region

A five-member scuba diving team has been formed by the 111th Air Rescue and Recovery Sq. (North Carolina Wing). Three of the five members have earned ratings of search and rescue divers after completing a sanctioned course in advanced diving technology. Those divers receiving the rating of search and rescue

divers are 2nd Lt. Kevin Toeves and Cadets Hugh Carter and Andrew Kastanas...Thirteen cadets from five Middle East Region wings spent a week recently at Andrews AFB, Md., for the Aerospace Orientation Program sponsored by the region. For five days, they toured places such as Smithsonian Air and Space Museum, Goddard Space Center, NASA, Federal Aviation Administration and the Taylor Model Basin.

Fifteen cadet ground team members of the 111th Air Rescue and Recovery Sq. (North Carolina Wing) recently participated in a course on advanced fire-fighting techniques...Second Lts. Barbara Bagwell and Joel Lambert of the Aiken Senior Sq. (South Carolina Wing) attended the South Carolina Wing Information Officer Seminar held recently. Seminar instructors were Maj. Richard Herold and 1st Lts. Arnold and Marie Jones.

Members of the Gloucester Point Senior Sq. (Virginia Wing) recently toured the Air Force Museum at Wright-Patterson AFB, Ohio. Airlift was provided by the 39th Tactical Airlift Sq., Pope AFB, N.C. ...The New River Valley Senior Sq. (Virginia Wing) recently participated in an airport survey for the Federal Aviation Administration. Members Dave Jones, Roy Smith, Bob Wood, Kelsie Kemp, Don Greenfield, Olivia Clark, Russ Shannon, L.J. Bassett and Mary Reister collected the necessary information.

Southeast Region

Cadet Erik Feyer of the Cutler Cadet Sq. (Florida Wing) is entering the elite Green Berets of the U.S. Army. Cadet Feyer will become a combat medic in the special forces. He has also received the Spaatz Award and participated in the IACE. At the recently held Southeast Region Conference, Cadet George Navarini of the Florida Wing staff was named Outstanding Cadet of the Year...Two instructors from the 2052nd Communications Sq. recently trained members of the Ocean Springs-Keesler Sq. (Mississippi Wing) in cardiopulmonary resuscitation. Nine people were certified during this time.

Hillsboro 1 Senior Sq. (Florida Wing) held its first open house and air fair to dedicate their new meeting rooms. Florida Wing commander Col. Richard Leali Sr., cut the ribbon with the assistance of Maj. Howard Cumler, commander of Group 3 and Cadet House...Several cadets from the Gulfport Comp. Sq. (Mississippi Wing) conducted a model rocket launch recently. Participating were Cadets David Mauldin, Andrew Doyle and George Tiller.

Great Lakes Region

Among organizational flags presented during recent services at Immaculate Heart Catholic church were the flag of the D. Klitzman Memorial Cadet Sq. (Wisconsin Wing). Cadets belonging to the church

acted as color guards for the service...The Blue Water Cadet Sq. (Michigan Wing) participated in the local community's annual celebration of the Blue Water Festival by marching in the annual parade. The cadet's marching unit was led by Cadet Craig Martin.

Cadets of Findlay Comp. Sq. (Ohio Wing) were able to raise enough money to buy new radio equipment for their radio room after their successful light bulb sale. Project officer was Cadet Gregg Hiehle...Cadet Theresa Zell, a member of the Valparaiso Comp. Sq. (Indiana Wing) has been promoted to the rank of cadet warrant officer...Maj. William Amreihn of Group Seven (Michigan Wing) was recently promoted to the rank of lieutenant colonel and transferred to the Great Lakes Region staff...Cadet Tom Sutliff of the Valparaiso Comp. Sq. (Indiana Wing) has received his pilot's wings after passing all FAA requirements.

North Central Region

Members of the Des Moines Comp. Sq. (Iowa Wing) provided first aid coverage for the National Horseshoe Pitchers' Association of America Tournament held recently...Four squadrons in the Minnesota Wing held a Blue Cap mission recently. The Blue Cap dealt with radiological monitoring, ELT, air search, ground search and rescue, map and compass reading, first aid, and communications.

Southwest Region

Thirty members of the 13th Group, Texas Wing, travelled to Austin recently to attend the Bergstrom AFB airshow...Members of the Randolph AFB Comp. Sq. (Texas Wing) exhibited communications and emergency equipment as well as model aircraft and rockets during a display held in the grand court of North Star Mall...Cadet Gene Burkett has been named Cadet of the Year in ceremonies held by the Mid-County Optimist Comp. Sq. (Texas Wing). He was presented his trophy by Col. Ben Davis, Texas Wing commander.

Maj. Stan Davis, Capt. Eugene Leduc and Robert Turner, 2nd Lt. Keith Julson and Cadets Greg Russell, Darrell Wright and Jay Wallace, members of Arlington Comp. Sq. (Texas Wing) have toured the Dallas Naval Air Station...Second Lt. Dale Robinson, a member of the Phoenix-Litchfield Comp. Sq. (Arizona Wing) was recently promoted to the rank of sergeant in the Air Force.

Rocky Mountain Region

Cadet David B. Rushing, a member of the Mile Hi Comp. Sq. (Colorado Wing)

has soloed. David is also a member of Air Force JROTC...North Valley Comp. Sq. (Colorado Wing) cadets recently earned money for the squadron by selling programs at a Denver Broncos football game. Participating were Allen Hamann, Charles Johnson, Joel Flores, Doug Parnell, Tim Province, Tom Province and Ryan King...Lloyd Heavner, chief of the U.S. Weather Bureau at Johnson-Bell Field in Missoula, Mont., talked to senior members of the Missoula Comp. Sq. (Montana Wing) recently. Heavner spoke on the hazards of mid-summer flying in the mountains of Montana.

North Valley Comp. Sq. cadets (Colorado Wing) Anton Eret, Suzanne Eret, Deborah King, Ryan King, Kathleen Beary, Jay Perry, Michael Couture, Timothy Woodyard, John Deidiker, and Brenda Gardner all attended a search and rescue bivouac at Dillon, Colo., recently. Cadet Jay Perry was named the most outstanding cadet there...Capt. Stanley Kilgore of the North Valley Comp. Sq. (Colorado Wing) recently completed a survival course offered by a neighboring squadron.

Pacific Region

Cadet Jack Klein, a member of the Ed Hauter Comp. Sq. (Washington Wing) has been promoted to staff sergeant...Cadets Malcolm Phillips, Todd Haines, Carol Fisher, Diane Irgy, Marc Huckabone, Susan Gibbons, and Kenneth Hendrickson, all members of Washington Wing squadrons, attended the Pacific Region Cadet Leadership School held recently...Members of Group Three, Washington Wing, assisted the Air Force recruiting group recently when they helped set up a live TV program...Cadets of the Presidio of San Francisco Comp. Sq. (California Wing) hiked up Mount Tam recently. Cadet Troy Holman was the first to reach the top...Cadets of the Jon E. Kramer Memorial Comp. Sq. (California Wing) participated in guarding two Air Force aircraft recently along with manning a recruiting booth. Four cadets, David Levish, Tom Herte, Richard Walsh and Mike Turner performed double duty by doing both.

Overseas Units

Three cadets of the Alconbury Cadet Sq. (England), Dennis Abraham, Darryle Grimes, and Lisa Grimes have earned American Red Cross cardio-pulmonary resuscitation certification at a course taught by Maj. Walter Green, squadron commander...Cadet Darryle Grimes, also of the Alconbury Cadet Sq., has been named cadet of the quarter for the second quarter of 1978.

Three Encampments In One Week:

Minnesota Wing Has Busy Time For Cadets

By CAPT. JAMES W. REIDER
Director of Cadet Programs
Minnesota Wing

MINNEAPOLIS, Minn. — Minnesota Wing recently held three encampments during the same week. Our ninth Annual Cadet Solo Encampment, a Class B encampment for first time cadet attendees and a class for cadets in Group 2 were all held during the week of Aug. 5-12.

The solo encampment was held in Waseca, Minn., under command of Col. John T. Johnson, former wing commander. This sought after activity had 17 cadets from Minnesota and two cadets from Kansas attending. All cadets received ground school instruction and 13-15 hours of flight instruction. Each earned solo wings.

The Class B Encampment was held at Grand Forks AFB, N.D.

It marked the start of a project designed to give concentrated leadership training to beginning cadets, as well as fulfill the requirements of the Class B encampment. Nine cadets from North Dakota joined 41 Minnesota cadets for the program, which was commanded by Capt. James Surber of the North Hennepin Comp. Sq.

Cadets taking part received about twice the amount of drill

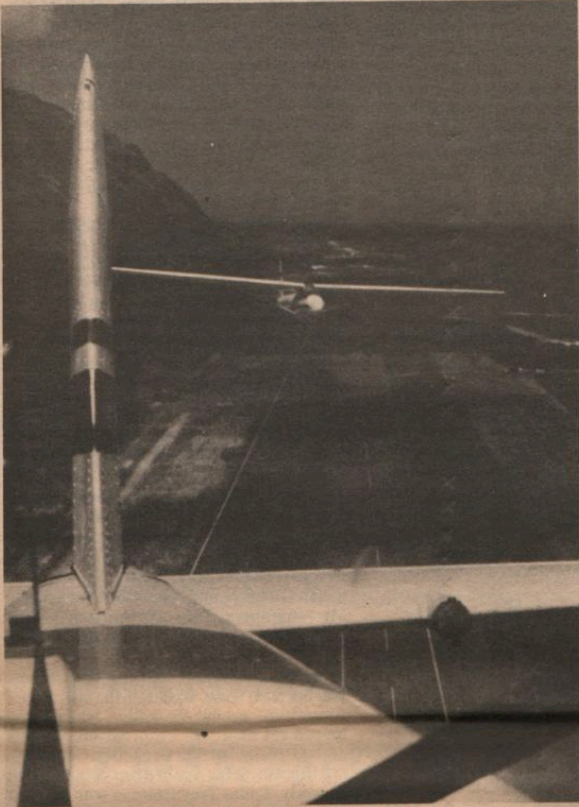
and ceremonies training as is usual for a Class B, as well as running the mile each morning and marching a great deal. The cadets also received tours of B-52, KC-135 and T-38 aircraft and visited the minuteman launch control simulators.

Also during the same week an encampment was held at Pelican Island on Leech Lake, near Walker, Minn., in which 20 cadets took part, that fulfilled the re-

quirements for a Class B encampment. It was commanded by Lt. Col. Eugene Stanich. The curriculum included flights in the O-1 Birdog on floats and practical survival courses.

It was a very hectic week for Minnesota, and especially for the staff of the cadet program office. A total of 115 cadets and seniors took part in the activities, which took coordination with every section of the wing.

CAP News In Photos



GLIDER IN TOW — A CAP glider is towed off the runway at Dillingham Field, Hawaii, for a training flight during the recent two-week flying encampment. Fifty cadets from nine states and their instructors logged more than 600 accident-free hours in the gliders and their tow planes. Four cadets received their private pilot certificates and 49 flew solo during the encampment. (USAF Photo by SSgt. Bert Mau)



AT THE CONTROLS — Cadets Angela M. Rooney, Beaufort Comp. Sq., front, Danny O. Schon, Columbia Comp. Sq., and Sandra L. Cheney, Charleston Comp. Sq., standing, look over the controls of a flight simulator during a recent summer encampment held by the South Carolina Wing at Shaw AFB, S.C.



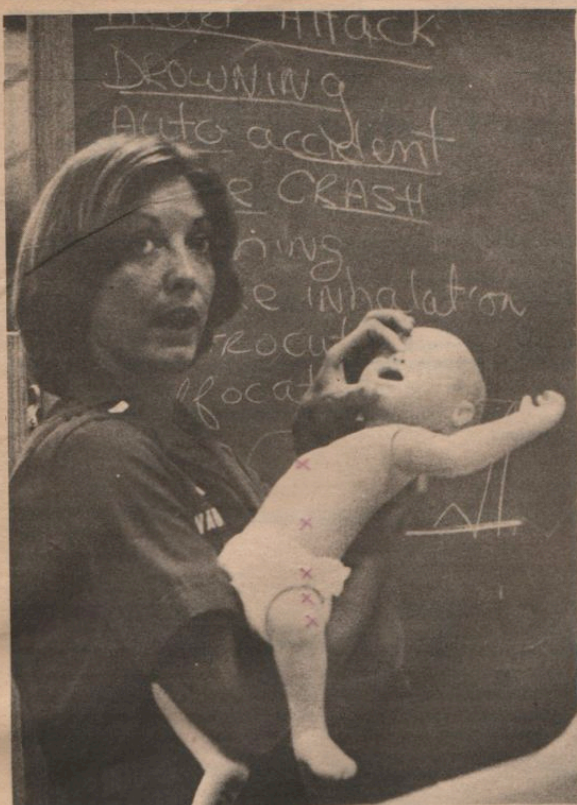
FLOOD RELIEF — Civil Air Patrol members in the Minneapolis-Saint Paul, Minn., area load trucks with the seven tons of relief supplies they collected to aid victims of flash floods in Rochester, Minn. They worked with the Salvation Army to collect and distribute clothing, tools, cleaning aids and medical supplies.



A CAP FAMILY — Capt. Gilbert H. Day, commander of the Vandenberg Cadet Sq. 101 at Vandenberg AFB, Calif., and his wife, Capt. Carla S. Day, commander of the Allan Hancock Cadet Sq. 105 at Santa Maria, Calif., symbolically offer their own units' flags to their daughter, Kaari Ann, as a recruiting gesture to get her to join a squadron. Kaari recently joined her father's squadron because of its proximity to the aerospace environment at Vandenberg AFB and to their home. All are still a happy CAP family. (USAF Photo by SSgt. McKinley Johnson)



GIVING BLOOD — Maj. Howard Cumler, commander Florida Group 3, gives blood while nurse Teresa Wallace and her aid stand by to get ready for the next donor. The mobile unit of the Southwest Blood Bank of Tampa, Fla., was brought to the headquarters of the Hillsboro 1 Sr. Sq. (Florida Wing) where nine pints of blood were collected.



CPR TRAINING — 1st Lt. Judy Vaughn, a nurse, demonstrates cardio-pulmonary resuscitation techniques on infants with a lifelike dummy. As part of a training program for members of the Thunderbird Comp. Sq. (Texas Wing), she brought dummies equipped with pressure-metering devices to show correct CPR techniques.



EXERCISE VICTIM — Simulated victim, 1st Lt. Dorothy Banas of the East Metro Cadet Sq. (Colorado Wing), center, has been found by rescue team members who prepare to treat her "wounds" and transport her to camp. Eight teams of eight cadets each participated in the first invitation ground search and rescue training bivouac, which was held by Colorado Group 1 recently.



MODEL GIFT — Phil Karsten, left, president of the Atlantic City Area Chapter of the Air Force Association, and Leonard Schiff, the association's New Jersey state president, center, present Col. Wesley Hannon of the New Jersey National Guard, second from left, with a model of the P-40 aircraft, which he flew in combat over Africa in World War II. The model was made by CAP cadets Kimothy Elam, second from right, and Carmen DiGiacinto, right, members of the NAFEC Comp. Sq. (New Jersey Wing). Hannon is commander of the air base where the FAA's National Aviation Facilities Experimental Center (NAFEC) is located. (Photo by Terry Young)



PUERTO RICAN WEDDING (Above) — Maj. Pedro Prieto, CAP chaplain, solemnizes the marriage of two members of the Puerto Rico Wing, 2nd Lt. Julio Ortiz of the Catano H.S. Cadet Sq. and Sandra Ortiz of the Bayamon H.S. Cadet Sq., in the chapel of the national guard base at Camp Santiago, during summer training. More than 400 cadets assisted at this wedding, which was the first among Puerto Rico Wing senior members. (Photo by Capt. Pedro Zayas)



BUCKLE UP (Right) — Capt. Leonard Johnson, commander of the Thunder Bay Comp. Sq. 17-2 (Michigan Wing) helps cadets with their seatbelts as their board a C-123 aircraft for orientation flight.

Survey

What Would You Do To Make The Civil Air Patrol National Board Meeting Better Next Year?

MAXWELL AFB, Ala. — In an effort to make each succeeding National Board Meeting bigger and better than the previous ones, those members who attended the National Board Meeting in Phoenix are asked to take a few minutes to fill in, cut out and send in the following survey form.

You may or may not sign it as you choose and you may want to add criteria we have left out. Above all, be objective, be fair and be honest. We need your input if we are to

do a better job and make the succeeding meetings more enjoyable and more productive.

Please send the completed forms to:
National Administrator
HQ. Civil Air Patrol
Maxwell AFB, Ala. 36112

	Excellent	Good	Fair	Poor		Excellent	Good	Fair	Poor
1. Convention Site:	×		×		c. Seating Arrangements		×		
2. Time of Year:					d. Service	×			
3. Accommodations:					e. Overall Rating		×		
a. Check In	×				8. Banquet:	×			
b. Check Out	×				a. Speaker				×
c. Rooms	×				b. M.C.				
d. House Keeping	×				c. Awards	×			
e. Attitude of Hotel Staff	×				d. Food Quality	×			
f. Room Service	×				e. Food Service	×			
g. Shops	×				9. Saturday Evening Cocktail Hour:				
h. Seminar Rooms	×				a. Venue				
i. Elevators	×				b. Prices				
j. Pool				×	c. Service				
4. Food and Beverage:					d. Length				
a. Availability in Hotel	×				10. CAP Registration:				
b. Availability of other Restaurants	×				a. Fee	×			
c. Quality	×				b. Processing Time	×			
d. Price	×				c. Courtesy	×			
e. Service	×				d. Accessibility	×			
f. Attitude of Personnel	×				e. Information				
5. Transportation:					i. City	×			
a. Airlift					ii. Civil Air Patrol	×			
i. Schedule		×			11. Bookstore:				
ii. Timing		×			12. Supply Depot:				
iii. Reliability		×		×	Would you be interested in using				
iv. Box Lunches		×			credit cards (Visa and Master Charge)				
b. Ground					for preregistration in future years.				
6. General Assembly:					Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>				
a. Schedule	×				Overall Rating:				
b. Timing	×				Excellent				
7. Banquet Hall Facility:					Important: Please comment on any or				
a. Communications	×				all of the above, especially those that				
b. Acoustics				×	you have marked as "Poor."				

11 Iowa Cadets Solo In Gliders

RED OAK, Iowa — Glider flying gives one the perspective of flying like an eagle, say the 11 Iowa cadets who recently completed a one-week glider encampment at the Red Oak Municipal Airport.

For the second straight year, the Red Oak Comp. Sq. hosted the encampment, which was a training school involving several hours of ground school and flight instruction.

The 1978 Iowa Wing Glider Encampment was held in June and all 11 cadets, who ranged in age from 14-17, soloed. They were selected to attend after an interview by a selection board. Questions the board asked concerned CAP history, current events, personal appearance and customs and courtesies.

Brenda and Penny Recker of Clear Lake and Deanna Norris of Carlisle were the first girls to earn their wings.

Other cadets participating were Joe Portz, Allen Jensen and Mark Kempton of Red Oak; Jeb Brewer, Peter Pady and Paul Bivens of Ames-Boone; Ken Winjum of Indianola; and Gary Plummer of Davenport.



GLIDER INSTRUCTION — Cadets Penny Recker of Clear Lake left, and Deanna Norris of Carlisle, seated, receive instruction from Cal Denison at the recent Iowa Wing Glider Encampment at Red Oak, Iowa. (Photo by Capt. Jim Black)

Utah Wing Plans December Class In Leadership

OGDEN, Utah — Project officer 1st Lt. Ann Henneman has announced that the Utah Wing will hold a two-day squadron leadership school at Hill AFB here Dec. 9-10, 1978.

Base classroom and messing facilities will be used, with quarters possibly available. Inexpensive lodging is available just off base.

Attendance at a squadron leadership school is now a requirement for completion of Level II senior training. New and inexperienced seniors who have completed Level I training are urged to attend this class.

Dr. Richard J. Ovington of National Headquarters will be a member of the faculty.

Eligible Utah seniors should mail a completed Form 17 through their units to 1st Lt. Ann Henneman, 3083N. 1050E., North Ogden, Utah 84404, as soon as possible.

Seniors from neighboring wings are also invited to attend to accomplish this important training requirement.

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